THE LITERARY DIGEST
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(Titles registered in U. S. Patent Office)

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TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

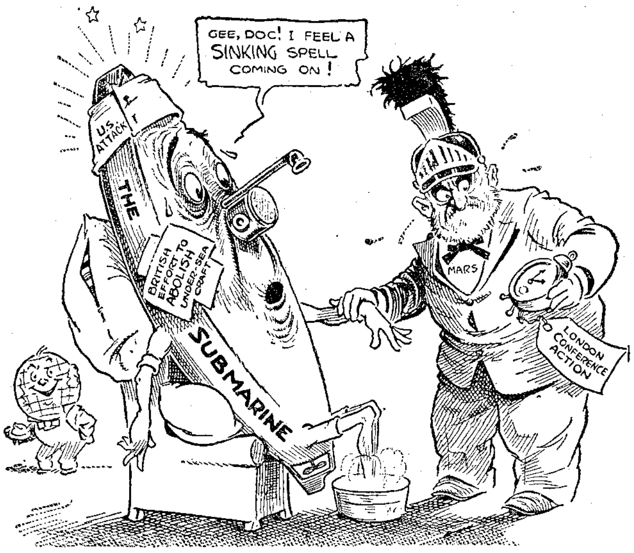
TO ROB THE "SEA VIPER" OF ITS VENOM

FRANCE WINS HER FIGHT AGAINST abolishing the submarine, but agrees to "humanize" it.

"After being solemnly brought to trial on charges of murder," says the Philadelphia *Record*, "the submarine has been released on parole and under obligations of good behavior." From the London Naval Conference last week poured thousands of columns of news matter as the delegates of the five Powers came to grips with this major problem of naval limitation.

"Like one of Stonewall Jackson's raids up the Shenandoah Valley to threaten Washington, Great Britain and America rode brilliantly into the heart of the real disarmament country toward the ultimate objective . . . total abolition of the submarine." "But it was only a feint," continues John L. Balderston, correspondent of the New York *World*, "a thrilling exploit, apparently most dangerous for maintaining good relations among the five Powers, and without hope of success. The guns of France and Japan thundered, and back galloped the invaders into their own lines."

The simile, we are told, is Prime Minister MacDonald's, who described the session in terms of Jackson's campaign against Banks. He strest not so much the attack as Jackson's retreat, "absolutely according to plan, accomplished with no loss, with every point where he might be attacked foreseen, guarded against." Then Mr. Balderston continues:


GEE, DOC! I FEEL A SINKING SPELL COMING ON!
U.S. ATTACK
THE
BRITISH EFFORT TO ABOLISH UNDER-SEA CRAFT
SUBMARINE
MARS
LONDON CONFERENCE ACTION

NEARING THE CRISIS

—Parrish in the Nashville *Tennessean.*

"Great Britain and America vigorously attacked the submarine, declaring that it should be placed beyond the pale of international law, and France and Japan rejected such a law and upheld the submarine with equal vigor as a weapon of defense. Italy took a middle ground. The force of the point-blank refusal by France and Japan to abolish the submarine was to some extent mitigated, in the opinion of American and British opponents of undersea craft, by the express agreement of their spokesmen with the idea that everything possible must be done to end the inhuman aspects of submarine warfare."

In fact, Secretary Stimson was so well pleased, we read, that in a formal statement afterward he called this a great step forward, "worth the visit of the American delegation to London." For it means, adds Mr. Balderston, that "France proposes, and all other nations agree, that there shall be no more merchant ships sunk without warning." For a brief summary of the various view-points on the submarine, we borrow from a dispatch by Raymond Gram Swing to the New York *Evening Post:*

"The United States favors the abolition of the submarine in the belief that it can not be controlled during war-time.

"Great Britain favors abolition in the interests of humanity, because it is primarily an offensive weapon, as a means toward disarmament and peace, for financial relief and—the Labor party's touch to the argument—because of the unsatisfactory working conditions of sailors in submarines.

"Italy mildly supports abolition if it is included in the framework of general reduction, tho she fears that abolition would favor the stronger Powers against the weaker ones.

"France and Japan believe that the submarine is an essential defensive weapon which can be controlled, and which is no more inhuman than any other instrument of war."

After Mr. A. V. Alexander, First Lord of the British Admiralty, opened the attack on the submarine, the climax was reached, we read, when Secretary Stimson, in "a dramatic hush," delivered America's charges:

"The essential objection to the submarine is that it is a weapon particularly susceptible to abuse; that it is susceptible of use against merchant ships in a way that violates alike the laws of war and the dictates of humanity.

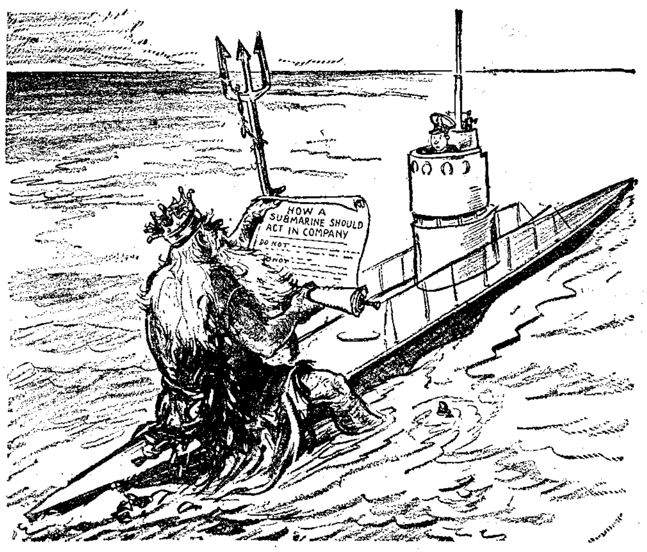
"The use of the submarine revolted the conscience of the world, and the threat of its unrestricted use against merchant ships was what finally determined the entry of my own country into the conflict. In the lifetime of our experience it seems clear that in any future war those who employ the submarine will be under strong temptation, perhaps irresistible temptation, to use it in the way that is most effective for immediate purposes, regardless of belligerence.

"These considerations convince us that technical arguments should be set aside in order that the submarine may henceforth be abolished. We have come to the conclusion that our problem is whether in this day and age, and after the experiences of the last war, the nations of this conference are justified in continuing to build these instruments of warfare, thereby assuming responsibility for the risk of repeating in any possible future wars the inhumane activities which have been condemned by the verdict of history.

"It seems to the American delegation that we have a common interest in the abolition of the submarine, first of all for the purpose of suppressing costly weapons which we can forego by agreement, and by the abolition of which we reduce our requirements in other classes of ships and, second, for the purpose of eliminating for the future the dreadful experiences of the past."

The core of the French argument, as exprest by Georges Leygues, Minister of Marine, was that "France, whose territory faces three seas, is obliged to protect the unity of an empire covering 4,400,000 square miles, with 18,000 miles of coast. She must also secure her free and regular communications to and from Northern Africa. The submarine answers these various needs, for it is chiefly on the submarine that we rely."

But the United States delegation, after listening to opposing arguments "left a delayed-action mine buried behind them," as we are told by Mr. Balderston, who gives us this intimate glimpse of the session:


HOW A SUBMARINE SHOULD ACT IN COMPANY
DO NOT

RULES OF DEPORTMENT

—Enright in the New York *World.*

"Even while M. Leygues, from behind his ferocious walrous-like mustache, was reading in rapid, staccato sentences France's clear, concise, suavely ironical, and logically unanswerable defense of her chief weapon—the finest piece of advocacy the 'viper of the seas' has ever called forth—Stimson and Ambassador Hugh S. Gibson, sitting side by side, were busy with pencil and paper. There were whispers to the other American delegates, and then Gibson walked over to Alexander's chair and whispered to him and MacDonald. Tardieu, sitting beside MacDonald, must have overheard some of this, for he looked up at Gibson and grinned.

"And then, after America and Great Britain had heard their abolition plea, based largely on humanitarian grounds, denied by French logic and characteristic courteous Japanese clarity, and watched the Italian Grandi's dexterous toe dance on the fence, Mr. MacDonald rose and put the only resolution before the plenary session. This was Leygues's, and it provided that a committee be appointed to prepare an agreement which all the naval Powers might sign, forbidding submarines to treat merchant ships otherwise than in strict conformity with the rules, either present or future, to be observed by surface vessels."

But the American delegation, it seems, was not content with this. Premier MacDonald, as he rose, had two papers in his hand. And—

"He looked at the second as if puzzled, a superb bit of acting. Where had it come from? 'I have a second resolution,' he said, with a glance toward the end of the conference table. 'Is this from the American delegation?' Stimson nodded.

"MacDonald then read Stimson's resolution: 'That a committee be appointed to study and report to the Conference as to the possibility of agreement on the following questions: (1) Abolition of the submarine, (2) Regulation of the use of the submarine through subjecting it to the rules of war governing the use of surface craft, (3) Regulation of the unit size of the submarine.'

"There was a bomb in the last clause. A real moment of tension. America had thrown into the Conference for the first time in public a challenge on figures. And on one of the most delicate and difficult questions of figures that exist, for France is not merely building the world's largest submarine, the *Suffren* of 2,880 tons, but she talks of submarine squadrons of monitors, gunboats and cruisers.

"The Conference drew breaths of relief as Mr. MacDonald suggested that both resolutions go to Committee No. 1, the Conference as a Committee of the Whole, but in secret session."

American editors are divided on the desirability of outlawing the submarine. Some demand its abolition on humanitarian grounds; others believe it should be retained, but strictly regulated.

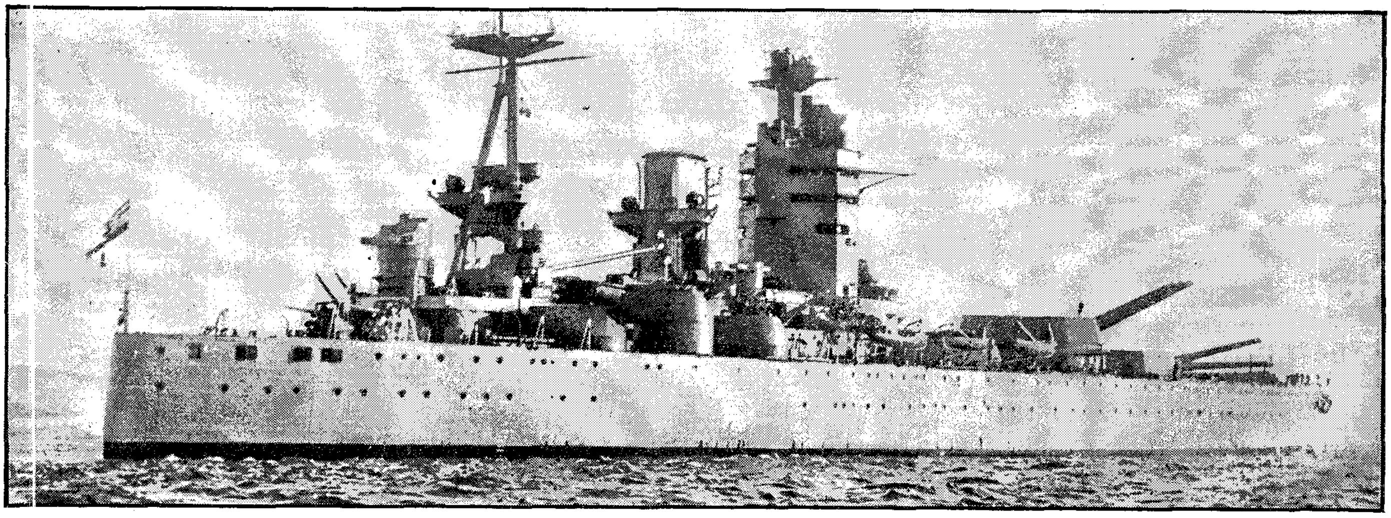
A direct attack on the American position is made by the Washington *Post*, which declares that Secretary Stimson "utterly misrepresented American policy by stating that the United States favors the abolition of the submarine." Furthermore, "instead of wishing to abolish them, the United States intends to use them, and will not consent to their abolition. In the present state of the art or science of war they are an indispensable weapon. The security of the Panama Canal depends largely upon the skilful use of defensive submarines."

"Tardieu has won an insubstantial victory in the retention of the submarine," in the opinion of the New York *World*, which argues that "he has managed to retain a submarine which can not be used effectively as a commerce destroyer, and he has at the same time brought the English-speaking peoples into alinement on a common purpose in one of the great aspects of naval policy."

WHAT DO YOU KNOW ABOUT THAT?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What is poteen? (p. 21).
2. How can the Church save marriage? (p. 23).
3. Where was the air of "Star-Spangled Banner" derived? (p. 31).
4. Where has a weather chart covering 1,200 years been found? (p. 29).
5. For what new accomplishment did Mrs. "Lindy" win a license the other day? (p. 39).
6. Who is to have the task of ridding Washington of organized crime? (p. 14).
7. What two great nations seek to abolish the submarine? (p. 9).
8. What diplomatic envoy committed suicide because his Government refused to accept a policy he recommended? (p. 19).
9. What important dry bill recently passed the House? (p. 15).
10. What is the first sound-film operetta? (p. 32).
11. What is the most dangerous thing a pedestrian can do? (p. 52).
12. What type of family produces the best leaders? (p. 24).
13. What is a sailplane? (p. 39).
14. How did our new millionaires of 1928 lose their fortunes? (p. 13).
15. How many signers of the Declaration of Independence were sons of clergymen? (p. 24).
16. What question are 6,000,000 American farmers pondering? (p. 17).
17. How soon will we see the United States of Europe? (p. 21).
18. What is the "Cathedral of the Air"? (p. 25).
19. Who is the Raffael of the Sudan? (p. 30).
20. Is the "parrot fever" a new disease? (p. 27).
21. Why and how are "bowl cities" likely to be planned in future? (p. 54).
22. What is the official Turkish name for Constantinople? (p. 22).
23. What single Mexican product provides a full "vegetable dinner"? (p. 26).
24. Why does commerce make the foreign missionary necessary? (p. 24).
25. Where can good automobiles go when they die? (p. 59).



SHOULD UNCLE SAM HAVE ONE LIKE THIS? BRITAIN'S 35,000-TON BATTLE-SHIP *RODNEY*

"FAITH, HOPE AND PARITY" AT LONDON

THAT GHOST BATTLE-SHIP, the *Henry L. Stimson,* came very near obscuring the promise of Anglo-American accord contained in the recent Stimson and MacDonald statements of naval policy at London. The idea that the United States should build one big 35,000-ton modern battle-ship, like the *Rodney,* to attain precise capital-ship parity with Great Britain was left out of the formal Stimson statement. But it was bruited about in London, and was the subject of a vast amount of speculation, until Prime Minister MacDonald told anxious inquirers in the House of Commons that England would never accept it, while here "Prime Minister Borah"—as Will Rogers calls him—came out emphatically against the proposal.

But the Stimson program in general, followed as it was by the not dissimilar MacDonald statement, seemed to correspondents in London and editors in this country to be the first big accomplishment of the London Conference. It was spoken of as a "turning-point," the completion of the first phase of the Conference's work, a harbinger of final success. It seemed to make more hopeful the London situation, which some one has described as calling for "faith, hope and parity." Secretary Stimson was credited by one correspondent with accomplishing "a yeoman stroke, in demonstrating that there are no snags between America and Great Britain," even tho the road must still be cleared of those "twin vexations," Franco-Italian parity and Japanese-American cruiser relativity.

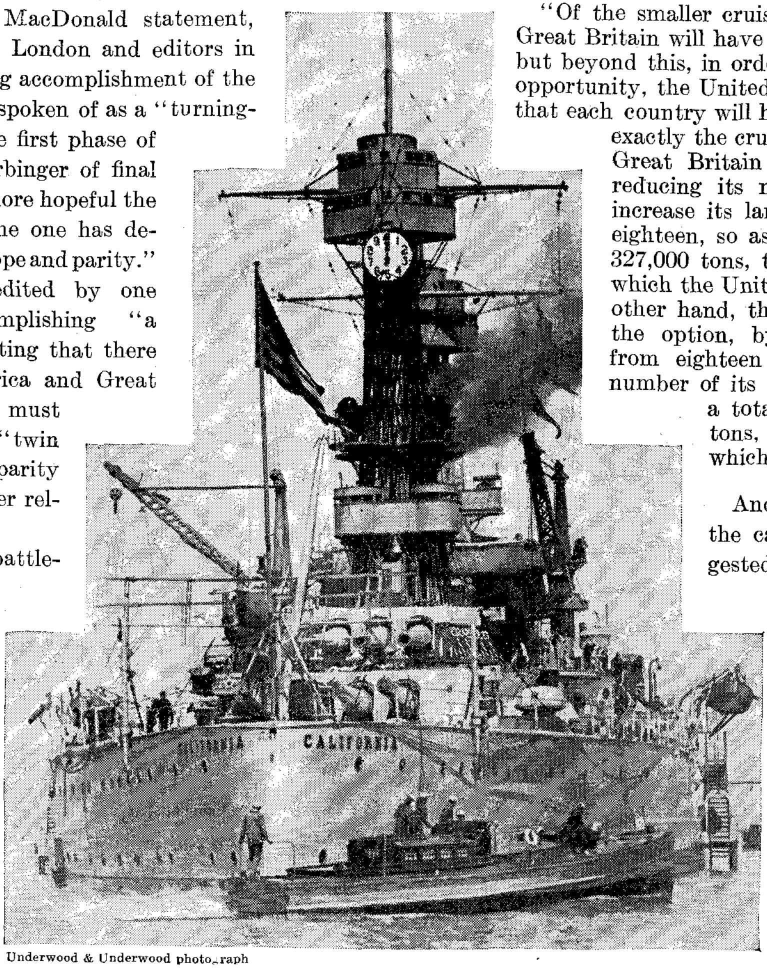
The actual plan hastening battle-ship parity and settling the British and American differences about cruisers is widely accepted, the Springfield *Republican* points out, as fair, and involving no serious risk.

The plan, the New York *Herald Tribune* points out, "assures total tonnage parity with Great Britain in every class of ships." In fact, as the New York *Times* sees it, the plan would "make the two fleets as equal as they could be made on paper." The Stimson statement is said in the dispatches to have been issued prematurely because of fear that certain press correspondents had learned its contents. At any rate, it suggests immediate parity with Great Britain "in every class of ship in the Navy." We learn that in the discussions at the Rapidan camp, President Hoover and Mr. MacDonald managed to get the cruiser tonnage of the respective navies within 24,000 tons of each other. Mr. Stimson has a suggestion bringing the difference down to 12,000 tons—

> "Of the larger cruisers armed with 8-inch guns, Great Britain will have fifteen and the United States eighteen, an advantage to the latter of 30,000 tons.
>
> "Of the smaller cruisers armed with 6-inch guns, Great Britain will have an advantage of 42,000 tons, but beyond this, in order to insure exact equality of opportunity, the United States makes the suggestion that each country will have the option of duplicating exactly the cruiser fleet of the other. Thus Great Britain would have the option, by reducing its number of small cruisers, to increase its large cruisers from fifteen to eighteen, so as to give it a total tonnage of 327,000 tons, the exact amount of tonnage which the United States now asks. On the other hand, the United States would have the option, by reducing its large cruisers from eighteen to fifteen, to increase the number of its small cruisers, so as to give it a total cruiser tonnage of 339,000 tons, the exact amount of tonnage which the British now ask."

And that for cruisers! Now in the case of battle-ships, it is suggested that parity be obtained in 1931 instead of in 1942, as in the present program; equality is suggested in destroyers and aircraft carriers, and a minimum number of submarines—if submarines can not be abolished altogether.

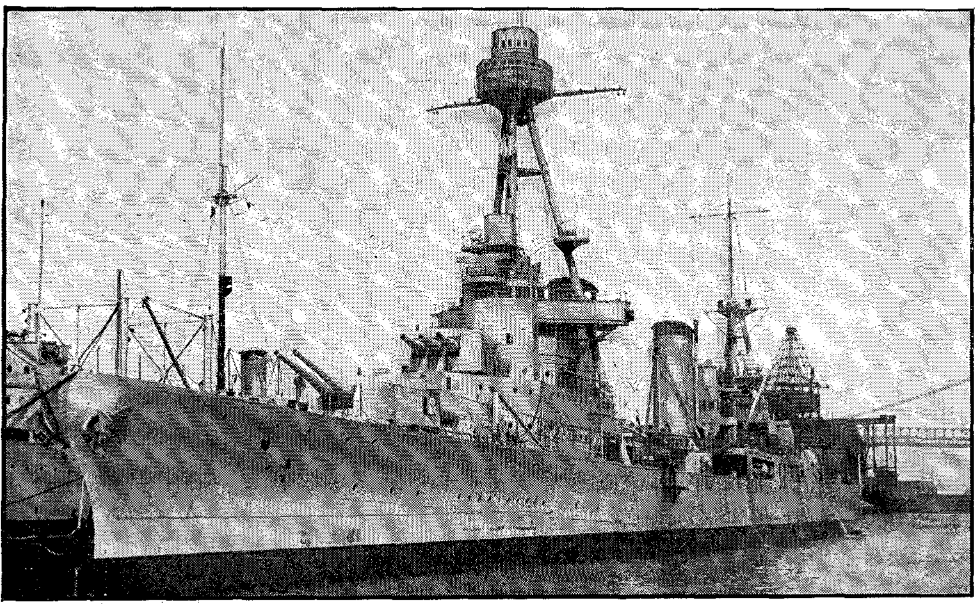
After the Stimson statement was made public, correspondents learned that the United States had suggested being allowed to build one new



Underwood & Underwood photograph

TO BE SCRAPPED IN 1941—THE U. S. BATTLE-SHIP *CALIFORNIA* battle-ship to counterbalance the disparity which the new battle-ships *Rodney* and *Nelson* give the British Navy; that is, after practical tonnage parity is reached by scrapping the *Utah, Wyoming*, and *Florida* of the American Navy, and the *Iron Duke, Marlborough, Emperor of India, Benbow*, and *Tiger* of the British fleet. But the building of such a super-*Rodney* is a suggestion, according to the London *Times*, "that would not commend itself to British opinion," and a New York *World* correspondent sees the "*Henry L. Stimson*" "fading into the category of ghost ships."

The day after the Stimson offer appeared, Prime Minister MacDonald issued a long statement calling for eventual abolition of battle-ships or, failing that, a construction holiday until 1935, smaller battle-ships, reduction in allowed tonnage and size of aircraft-carriers, limitation of cruisers by guns and tonnage, limitation of size of destroyers, limitation if not abolition of submarines.



International Newsreel photograph

THE *PENSACOLA*, OUR FIRST 10,000-TON "TREATY CRUISER"

Commissioned February 6, on the day Mr. Stimson made his parity statement.

The reaction to the Stimson program in the light of the MacDonald statement is thus summed up by Drew Pearson, in the Baltimore *Sun's* London correspondence:

> "1. Hearty approval from the British press and virtual acceptance by the British Government.
> "2. Considerable pique in French circles, where talk of last October's bugaboo—an Anglo-American alliance—was revived, and where it was asserted the French had been busy discussing methods, while the Americans and British had been discussing actual figures behind their backs.
> "3. Chortlings of mirth from the Italians, who had become tired of hearing how the French were running the Conference.
> "4. Silence in Japanese circles.
> "5. Realization that the Stimson announcement represents one of the most important reversals of American naval policy in recent years, in that it throws overboard the insistence of the General Board of the Navy upon big cruisers, and admits the importance of the smaller vessel.
> "6. Official surrender of the claim to which President Hoover clung all summer, that actual cruiser reduction be achieved—since instead of reducing cruiser building, six more vessels will be added."

In Washington, Chairman Frederick Hale of the Senate Naval Affairs Committee, declares that the Stimson offer, "while giving us substantial parity in the types of ships allowed, manifestly does not provide for our American naval needs." A Washington correspondent of the Chicago *Tribune* explains that the critics of the proposal think that "while the small cruisers combined with many fueling and repair bases would be of great value to Great Britain, such cruisers would be virtually useless to the United States, a nation with a small merchant marine, few naval bases, and long coast lines." On the other hand, Representative French of Idaho defended the Stimson offer, on the floor of the House, as "one calculated to inspire confidence in the Conference and the belief that great good will flow therefrom." The Washington *Post's* survey of Senate sentiment indicates "that the American plan, if and when written into treaty form, will be ratified." The Syracuse *Herald* believes that American public opinion "will be aroused to a mighty extent against any proposal to subordinate the appeal of an epochal treaty for peace assurance, if one is agreed upon, to the preferences and prejudices of Chairman Hale and his sympathizers in and out of the Senate and the Navy."

It seems to the New York *World* that in what Messrs. Stimson and MacDonald have said there is agreement between the American and British governments on these major points:

> "1. Both governments suggest a reduction in battle-ships designed to achieve immediate parity.
> "2. Both governments accept the theory of equality in aircraft-carriers and in destroyers, which have never been a major problem. Both governments would like to see submarines driven out of the sea as completely as possible.
> "3. Finally, in the matter of cruiser tonnage, both governments accept the principle of parity plus an optional clause which would permit the transfer of certain tonnage out of the large-cruiser class into the small-cruiser class, and vice versa. The old problem of how to achieve literal parity between two nations which need different types of ships is thus to be solved by a clause which would give both nations what they think they need, and assure them they may have what they now think they do not need if later they should want it."

In reply to critics, defenders of the American plan can offer these pleas, says the Topeka *Capital:*

> "1. There may be some actual scrapping of big ships.
> "2. By delaying replacements, immense sums will be saved.
> "3. The proposed agreement, even if it only limits without reducing armaments, does away with dangerous competition.
> "4. The success of this Conference will not only open the way for a general disarmament conference, but will presumably lead, in 1936, to further actual naval reductions."

But to other newspapers the Stimson offer seems an acceptance of actual inferiority to Great Britain, under the guise of parity. The Chicago *Tribune* thinks that Mr. Stimson's proposal, on the face of it, "represents an acceptance by our Government of American subordination on the high seas." We read similarly in a long editorial in the Washington *Post:*

> "The plan calls for abandonment by the United States of the construction of cruisers ordered by Congress as necessary for the national defense. In order to conceal the abandonment of parity, Mr. Stimson accepts the British suggestion that the United States shall build, at the expense of many millions, the kind of cruisers it does not need."

Other critics are disappointed because the Stimson plan calls for limitation rather than reduction. In the opinion of the Washington *News*, it is inconsistent with the original Hoover plan "to build up" to parity—"destruction of three old battleships of doubtful value is no compensation for the huge American naval expansion proposed at the London Conference."

THE PLUTOCRATS OF YESTERYEAR

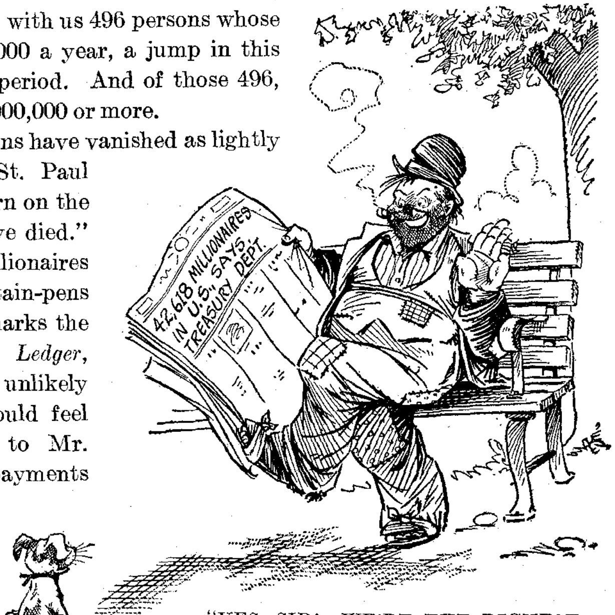
WHERE ARE ALL THE NEW MILLIONAIRES of 1928?

Loud and strong comes the editorial chorus: "Gone the way they came—the stock-market."

The market of 1928 made them, and the market of 1929 broke them, our editors seem to agree.

Kings for a day, or a year, they may have been, but now they are unthroned. The same ticker-tape that spun out fabulous tales of accumulating gold later swung into the dolorous epic of 1929, and now these new American millionaires have reverted to their former status, with nothing left to them but the memory of their dizzy ride to opulence. Such, at any rate, is the picture that emerges as our editors tackle, with gusto, the job of analyzing the newly released batch of income-tax statistics, which show that in 1928 we had with us 496 persons whose income was more than $1,000,000 a year, a jump in this class of 206 over the previous period. And of those 496, twenty-four had incomes of $5,000,000 or more.

"A good many of these millions have vanished as lightly as they came," asserts the St. Paul *Pioneer Press*. "They were born on the ticker-tape, and there they have died." Indeed, most of the 1928 millionaires "lost everything but their fountain-pens and their bright illusions," remarks the Philadelphia *Evening Public Ledger*, which considers it not at all unlikely that a majority of them "would feel morally justified in writing to Mr. Mellon for a return of the tax payments made on fortunes that vanished even more swiftly and mysteriously than they were made."


Byck
42,618 MILLIONAIRES IN U.S. SAYS TREASURY DEPT.

"YES, SIR! WE'RE THE RICHEST NATION ON EARTH"

—Byck in the Brooklyn *Times*.

"Like all dazzling and beautiful things," adds *The Ledger*, the Treasury report "can not be clearly seen at a first glance." That report indicates, according to the Washington correspondents, that the United States, in 1928, also had 42,618 persons whose incomes were $50,000 a year, and who, therefore, are classed as millionaires. But to revert to *The Ledger:*

> "Until we are permitted to know how many of the new millionaires of 1928 were living with their parents-in-law at the beginning of 1930, and trying to borrow money with which to get back into the stock-market, the inner significance of the current tax report will not be quite clear."

As if to convince any readers who might prefer to think that these new knights of finance forced the stock-market dragon to disgorge, and then really kept their gold, *The Ledger* goes on thus:

> "The Treasury's statistics cover the year of 1928—the golden year, the joyous and jubilant year, in which every one was getting rich on paper or in actual cash. But it is a matter of record that about 75 per cent. of the amateur and professional speculators who took colossal profits out of the booming stock-markets of that period went back into the Wall Street mêlée in 1929, to be caught with all their winnings in the series of crashes that began last October."

But in spite of all this, there is one gleam of hope for the romantic. Maybe it wasn't so bad after all. Maybe a good many of those who rolled up fortunes in the market boom still have those fortunes, says the Springfield *Republican:*

> "It will naturally be assumed that the number of $1,000,000 incomes for 1929 will prove to have been smaller than in 1928. Some shrinkage there doubtless will be. Yet it is not safe to conclude that the crop of $1,000,000 incomes will be sharply reduced. For eight months of 1929 the bull market surged forward at a pace more rapid than in 1928. During the greater part of the year profits could accordingly be made on as handsome a scale as in the previous year. A week or two before the market broke in October, Colonel Ayres, the Cleveland statistician, remarked that already stocks 'had passed from the smart to the dumb.' Great losses were subsequently sustained by large speculators, and yet it is altogether possible that the bulk of the loss fell on those who would not in any case have been in the $1,000,000 income class."

A somewhat disillusioning analysis is provided by the Brooklyn *Eagle* in treating of the number of millionaires:

> "This, of course, means persons whose annual income exceeds $50,000. Capitalizing this on a 5-per-cent. basis gives us $1,000,000. But obviously by no means every one who gains $50,000 in some one year possesses a capital of $1,000,000, or even of $100,000. Most marked in the 1928 income figures is the number of persons whose incomes total in excess of $1,000,000 for that year. In 1927 there were 290 such persons, whereas in 1928 there were 496.
>
> "Of these 496 the twenty-four at the top of the list had average incomes of $10,000,000 each. In several cases the income was very much higher, reaching figures which inspire some to class the recipients as billionaires, since a 5-per-cent. capitalization would indicate that they own more than one thousand million dollars' worth of property—a most dubious assumption."

As for what all this accumulating wealth means to the average man, we find the Albany *Knickerbocker Press* pointing out that "we are not yet a nation of millionaires." Virtually all that these figures indicate "is that a comparatively small number of investors made great profits in one way or another in the year 1928, most of these profits, presumably, coming from the stock-market." Moreover:

> "It is worth noting that the number of taxable incomes for which returns were filed declined in 1928 from the preceding year to the number of 71,263. It is worth noting, too, that the average net income reported, $6,078.93, is far from the millionaire class. Out of the 110 odd millions in the country, only 4,050,959 individuals filed any return, and of that number only 2,434,640 reported taxable incomes.
>
> "Each year the number of extremely wealthy persons shows an increase, but the total is still an infinitesimal fraction of the population. The hundred million or so who are still outside the income-tax paying minority need have no fear that they are in immediate prospect of becoming lonely."

Pointing out that "taxpayers with incomes between $3,000 and $5,000 numbered 3,114,498 in 1928, compared with 1,209,345 the year before," the New York *Telegram* observes that "apparently those in the lower brackets increased their income that year as well as the very rich." This paper goes on to say that "any gratification at news of our collective wealth should at the same time include consideration of its distribution—whether we have at one extreme great riches and at the other poverty among large numbers." Continuing:

> "It is well to remember that the American Federation of Labor has just reported that 19 per cent. of union members were unemployed during the first two weeks of this year, which was higher than any figure since 1927.
>
> "Also that Secretary of Labor Davis, in a recent speech, called attention to the fact that approximately 2,000,000 wage-earners are getting thirty cents an hour or less, which means that 10,000,000 people live on family incomes of $18 a week.
>
> "We have enough for all. It is important that each shall get his fair share."

MAJOR-GENERAL TO MOP UP WASHINGTON

CAN A CAVALRY GENERAL make Washington behave? Can Major-General Crosby, whom President Hoover drafts to direct police, fire, and traffic services, make Washington a model city of law enforcement?

"To free the capital of the nation of organized crime" is the purpose declared by the President in his surprize nomination of the distinguished chief of cavalry, United States Army, as a civilian Commissioner of the District of Columbia, upon his retirement from the Army next month.

This is just another typical Hoover dry move, say press correspondents, since the wets in both Senate and House have vigorously renewed their oratorical attack on Prohibition. Naturally the drys, who have been severely criticizing conditions in Washington, welcome the President's action.

Underwood & Underwood photograph

"TO FREE THE CAPITAL OF ORGANIZED CRIME"

The general is not a bona-fide civilian as required by the Commission-government law for the capital district, protests the Washington Chamber of Commerce, Board of Trade, and Federation of Citizens' Associations, but Attorney-General Mitchell holds that he will be legally qualified to serve. Considerable press comment questions military appointments for police service, and doubts whether General Crosby can succeed any better in Washington than General Butler did in Philadelphia.

General Crosby tells Washington correspondents that he considers enforcement of the Prohibition law "a problem to be faced just as the enforcement of any other law," capitulating neither to ultra-wet nor extreme dry sentiment, after careful study of the situation shall determine his enforcement policy. The correspondents report that the general's friends characterize him as a commander who gets results, "not as a driver, but as a leader," securing discipline, efficiency, and loyalty by being fair and loyal to men under him. They add that he also has a sense of humor, and knows how to tell a story. Further we are told by various correspondents that—

Gen. Herbert B. Crosby is fifty-eight years old, was born in Kansas, graduated from West Point in 1893, entered the cavalry as second lieutenant, rose to the rank of colonel in 1920, and in 1926 was made chief of cavalry, with rank of major-general. He served in the Philippines in 1903 and 1904, and on the Mexican border. During the World War he was in command of the 351st Infantry of the 88th Division, and was highly commended for the superior discipline and training of his regiment. He has been instructor at the General Staff Schools at Fort Leavenworth, Kansas, and assistant commandant at the Army War College. He owns the Massachusetts Avenue apartment where he lives, and has resided in Washington for the past seven years. His wife is a socially prominent member of the Army and Navy League, and there are three children.

Senator Blease of South Carolina, contending that Washington is "rotten to the core," praises the selection of General Crosby, and hopes that President Hoover will appoint another major-general to the Commission if necessary to clean up the city.

Both *The Washington Post* and *The Evening Star* voice at length the objections raised to the appointment on grounds of propriety and legality. The law provides that the District of Columbia shall be governed by a board composed of three commissioners, two of whom shall be "from civil life," actual residents for three years next before their appointment, and not claiming residence elsewhere; the third commissioner shall be an Army engineer. This appointment, when confirmed by the Senate, will make the board predominantly military in character, says *The Post*, which concludes:

> "No doubt an Army officer could inject a more rigorous note in police and fire department discipline, and if that were all that is needed, the military atmosphere would be an improvement. But a doubt arises in connection with the contact between these departments and the public. The District Commissioners must have the support of the public in order to succeed.
>
> "It is possible for an Army officer to make a good municipal official, and General Crosby's reputation for tact and cooperative ability is in his favor. Nevertheless, two Army men to one civilian on the board of District Commissioners is hardly within the spirit of the law as understood by the people of Washington."

The New York *Times* points out that the objection to the introduction of "military methods" in any branch of government of American communities arises from "deep things in our national history":

> "A brief reading of what went on in the Colonies just before the Revolution, and in the South during the Grant Administrations, will afford explanation for the feeling. People believe that it was the intent of Congress, as it is the fundamental American idea, that civilians with civilian methods shall manage our civil affairs. This is confirmed by experience in, for example, both New York and Philadelphia."

On the other hand, Secretary of War Hurley vigorously replies to critics, reminding them that society again and again has found many of its greatest civic leaders among men of former military training and distinction. "Military training did not impair the civil leadership of Hayes, Garfield, Benjamin Harrison, McKinley, and Roosevelt," he says, nor "among professional soldiers, George Washington, James Monroe, Andrew Jackson, William H. Harrison, Zachary Taylor, U. S. Grant, Jefferson Davis, Robert E. Lee." "So also," he adds, "in the present period civic leadership is largely coming into the hands of veterans of the World War."

The Baltimore *Sun* reports that under General Gaithers in that city the major crime rate is much lower than when he became chief of police, but he has had relatively little "moralistic legislation" to enforce. In London (General) Lord Byng's régime has been only a partial success, while General Butler completely failed in Philadelphia, continues *The Sun:*

> "The plain implication seems to be that when it comes to putting down murder, arson, rape, burglary, mayhem, robbery, and rioting, a military man is fine. He can clean out felons and

make the city safe for honest men. But when it comes to regulating people's morals, he is not so good.

"The present effort to make Washington a model city, however, seems to hinge upon the regulation of morals, rather than upon suppression of crimes of violence."

Recalling the General Butler experiment, and also the régime of Gen Lincoln Andrews, who became for two years Assistant Secretary of the Treasury in charge of Prohibition, the New York *Evening Post* says:

"Both these men accomplished things when their soldierly abilities had free sway. Both, in the end, were 'licked' by politicians. Crosby will be a wonder if he escapes a similar fate. It takes a politician, rather than a soldier, to beat politics. And Prohibition, to-day, is politics."

President Hoover's announcement to the press states that after Major-General Crosby has retired (March 21), and "thus becomes a civilian," he will nominate him as one of the District Commissioners, qualified by residence, interested in District progress, and accepting appointment "only at my urgent request." This appointment, the President continues, "will be a guaranty to both the official and unofficial residents of the District, and especially to the nation at large that the capital of the nation will be free of organized crime."

PUTTING PROHIBITION UP TO MITCHELL

"CHANGING PROHIBITION ENFORCEMENT from the Treasury to the Department of Justice is just like a dog scratching his fleas from one part of his body to another.

"He has relocated 'em, but as long as he is a dog, they are bothering him some place."

And then Will Rogers goes on to say, in the New York *Times*, "when this shift is made, I'll bet that Mr. Andrew Mellon will feel like a man that's been laying in a ditch by the roadside and somebody comes along and removes a loaded Mack truck from off his chest."

Whatever Mr. Mellon's feelings, the first big step toward shifting Prohibition enforcement from his charge to the Department of Justice was taken when the House passed the Williamson bill on February 8, the Washington correspondents tell us. This is the first bill growing out of the recommendations of the Wickersham Commission in support of President Hoover's desire to improve Prohibition enforcement. The measure was passed without a record vote, and "not five members shouted no."

It still has to run the gantlet of the Senate.

"Party lines were shattered in the fight," writes Arthur Hachten, of Universal Service, "as friend and foe marched side by side to give Prohibition another chance to succeed by this drastic reorganization found necessary after a decade under the present system. Now the measure goes to the Senate, where it is expected to be passed." Under the terms of the Williamson bill, Attorney-General Mitchell would be constituted a "dry czar,' Mr. Hachten tells us, but the enemies of Mr. Mellon did not succeed in their plan to strip him of all Prohibition-enforcement authority. As Mr. Hachten points out:

"Efforts of Democrats in the House to wrest from Secretary Mellon the power to promulgate all rules governing the withdrawal of industrial alcohol for legitimate industries, and thereby stigmatize his record, were crusht by the overwhelming Republican majority.

"An amendment by Gasque (Dem.), of South Carolina, giving the Attorney-General sole power to draft such regulations was defeated, 43 to 145. As the bill was passed, the Attorney-General and Secretary of the Treasury are to jointly prescribe all regulations relating to permits, and the form of applications, bonds, etc. The Attorney-General is to draft all regulations relating to the detection of law-breaking by the Justice Department.

"No permit is to be issued unless jointly approved by the Attorney-General and Secretary of the Treasury, thus giving each a veto power over the other. But upon the Attorney-General rests the responsibility of making such investigations as are necessary to prevent illicit diversion of alcohol to bootleggers."

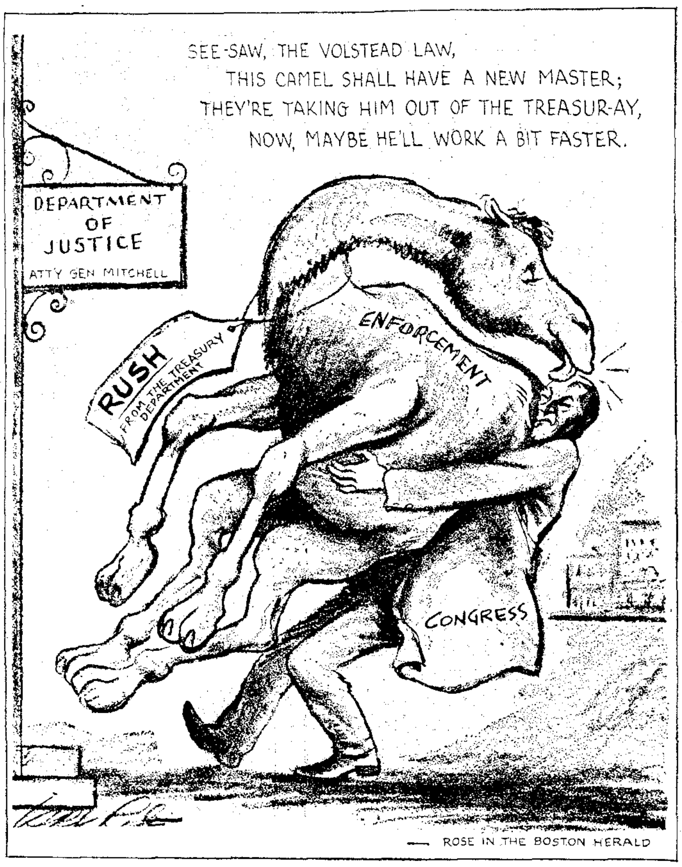
A summary of the new duties imposed upon Attorney-General Mitchell by the bill is contained in one of Wilbur Forrest's dispatches to the New York *Herald Tribune:*

"1. Investigation of violations of the national Prohibition Law; of the internal revenue laws, 'for the purpose of enforcing the penal provisions thereof.'

"2. Apprehension and prosecution of offenders of these laws.

"3. The making of all seizures and enforcement of all forfeitures under these laws.

"4. Determination of liability for internal taxes and penalties 'if a violation of the national Prohibition Law is involved' and institution of suits therefrom. (All assessments and collections shall be made under the direction of the Secretary of the Treasury.)


SEE-SAW, THE VOLSTEAD LAW,
THIS CAMEL SHALL HAVE A NEW MASTER;
THEY'RE TAKING HIM OUT OF THE TREASUR-AY,
NOW, MAYBE HE'LL WORK A BIT FASTER.
DEPARTMENT OF JUSTICE
ATTY GEN MITCHELL
RUSH
FROM THE TREASURY DEPARTMENT
ENFORCEMENT
CONGRESS

— ROSE IN THE BOSTON HERALD

"5. Prescribing jointly with the Secretary of the Treasury, regulations relating to industrial alcohol permits."

No great volume of editorial comment has followed the passage of the Williamson bill.

The dry camp, apparently content with this new step toward tighter enforcement, has little to say about the House's action.

The wets, it seems, have adopted a wait-and-see policy.

One paper which attacks the bill itself is the Washington *Post*, which asserts that "authority to regulate the output of industrial alcohol is left hopelessly divided." Declaring that "opponents of Prohibition in the House of Representatives pursued a policy of giving its advocates rope with which to hang themselves," the Hartford *Courant* continues in the same hammer-and-tongs manner:

"One way of speeding the repeal of the Eighteenth Amendment is to rob the advocates of Prohibition of every excuse for claiming that enforcement has not been given a 'fair chance.'

"The fact that the Amendment can not be enforced can most effectively be demonstrated by giving its supporters the measures that they ask for.

"No one with even a slight knowledge of the situation with which efforts at enforcement must deal will believe that the proposed transfer of authority will in the least improve matters. The problem of enforcement is not administrative in character; it is far more fundamental."

ANOTHER WET SUGGESTION

THE FIERY DEBATE on Prohibition flamed up into a double climax in the House of Representatives, editors and correspondents agree, when Representative Fort (Rep., N. J.) made his "home-brew" speech, and Representative Beck (Rep., Pa.) delivered his address, warning the Republican party that it can't exist "half-wet and half-dry," and further suggesting a way of getting rid of Prohibition without repealing the Eighteenth Amendment.

Drys and wets alike are being challenged these days by practical, or at least definite, suggestions regarding Prohibition, four of which seem to Ashmun Brown of the Providence *Journal* worth special notice:

> "First, there was the suggestion put forward by former Senator Wadsworth of New York that a campaign be launched in each State to repeal the State enforcement code, in order that the whole vexed problem should be piled up on Uncle Sam's door-step.
>
> "Second was the suggestion of that slightly humid dry, Representative Fort, that if everybody would make his own wine and beer, no one need go thirsty, Mr. Fort holding that one can not be arrested for so doing.
>
> "Third was the suggestion put forward in New York for the organization of a national liberal party into which opponents of national Prohibition in both parties could assemble.
>
> "Fourth was Representative Beck's eloquent and logical speech containing the indirect suggestion that Congress, if it wants to, can avoid trying to enforce the Eighteenth Amendment, leaving to each State to enforce so much or little of it, as that State may see fit."

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MR. BECK: HE FEARS REPUBLICAN DRY-ROT

The Beck speech is acclaimed as one of the most significant, vigorous, "historic," utterances of the Prohibition era by papers like the Norfolk *Virginian-Pilot*, Boston *Herald*, Philadelphia *Record*, and Scranton *Times*. The New Orleans *States* ventures the prediction:

> "Just as certain as the constant dripping of water will wear away a stone is the time coming when public opinion will demand the modification he suggests."

"A practical suggestion for betterment," the New Haven *Journal-Courier* calls it; "a more specific, and an unquestionably authoritative restatement of the Al Smith doctrine of 1928."

Now this speech has its critics, but before quoting them it might be well to recall just what Mr. Beck said. The purely political point made by this Republican Congressman was suggested by a reference to the Whig party, the weakness of which, he said, "was its disposition to adjust questions of profound morality in the spirit of compromise and surrender." And the decease of the Whig party is called "a sinister omen for the Republican party":

> "The Republican party can not longer afford to sell its soul to the fanatical drys, and if it does, and thus becomes the party of Prohibition, it may have a like fate. The Democratic party can retain its hold upon its rank and file by the *vis inertiæ* of invincible prejudices, but the Republican party can not hold forever a large number of self-respecting men and women to whom the intolerance of Prohibition is a moral affront. It can not forever be half-wet and half-dry."

It is contrary to the spirit—what Aristotle called the "*ethos*"—of the American people, argues Mr. Beck, to concede the infallibility of any law. A law, to be enforced, "must find its justification in the conscience of the American people." The Prohibition Law, according to Mr. Beck, not only finds no such justification, but is also breeding a spirit of hypocrisy which is "eating away the moral fiber of the American people." To change this law, we need not wait for the repeal of the Eighteenth Amendment. Congress, argues this eminent student of the Constitution, is granted various powers by the Constitution, but retains the right to say how or whether these powers shall be exercised. For instance, during a century people "were satisfied that the commerce power of the Constitution should not be exercised by affirmative legislation, and similarly each living generation can determine for itself whether they will pass affirmative legislation to enforce the Eighteenth Amendment, or leave it without enforcing statutes." And even if this were not so, continued Mr. Beck,

> "Congress could, without any violation of the Constitution, reach the conclusion that the methods of enforcement and the actual enforcement of the Eighteenth Amendment were best left to the States."

But let us see what Mr. Beck's critics have to say. No, replies the Washington *Post*, "the nullification of the Eighteenth Amendment by the failure of Congress to enact enforcement legislation is not a good solution of the liquor problem; the proper thing to do is to repeal any law that is not approved by the majority." And the Washington *Star* thinks that Mr. Beck does not differentiate between "merely permissive provisions of the Constitution and those which establish principles." For instance, failure to enact appropriate legislation would not nullify the validity of the prohibition of slavery. The repeal of the Volstead Law without constitutional change would make things worse than ever, concludes the Milwaukee *Journal:*

> "Any regulation, local or Federal, which viewed intoxicants as legitimate would be void. Communities which wanted to be wet would find all control impossible with the Eighteenth Amendment still preventing legitimatizing ordinances. Their estate might be far worse than in the wildest days of the saloon."

Nor does Mr. Beck's political warning impress the Kansas City *Star*. Judging by the outcome of the last national campaign, it remarks—

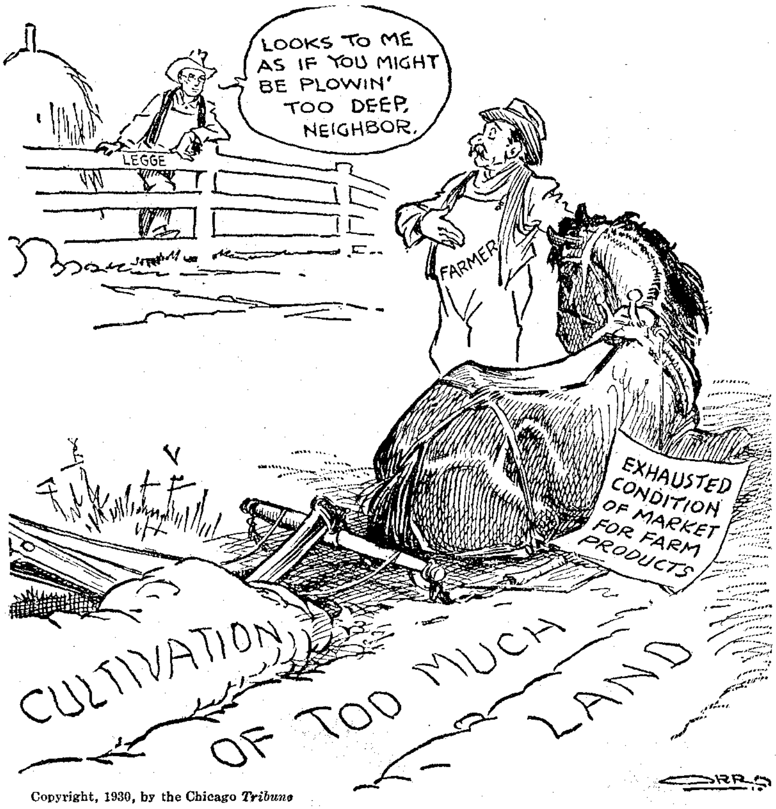
> "It would seem that the party could limp along for a few years yet; also, that it might be justified in taking a long chance in becoming wholly dry. Even the Democratic party may be three-fourths dry by the time of the next Presidential contest."

SIX MILLION FARMERS ARE PONDERING

"THE WHOLE HOOVER FARM-RELIEF program is hanging in the balance."

"If it fails, and the revolving fund is exhausted," continues the Chicago *Tribune*, "there is no reason to expect that any further attempts to improve the lot of the farmers will be sanctioned by Congress for years to come."

The test facing the Federal Farm Board, we are told, centers in its present efforts to control overproduction by inducing farmers to reduce planted acreage.


LOOKS TO ME AS IF YOU MIGHT BE PLOWIN' TOO DEEP, NEIGHBOR.
LEGGE
FARMER
EXHAUSTED CONDITION OF MARKET FOR FARM PRODUCTS
CULTIVATION OF TOO MUCH LAND
ORR

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FINDING OUT WHAT AILS THE ANIMAL

—Orr in the Chicago *Tribune*.

"Blind production for an unknown demand is now the bane of agriculture," declares Arthur M. Hyde, Secretary of Agriculture, and he goes on to warn the farmers that this blind overproduction and "competitive selling by 6,000,000 individual farmers usually gives the purchaser a great advantage," and gives the farmer disastrous low prices, so that "the challenge of the new decade is to act collectively to overcome this situation," by planting smaller crops. But will the American farmer try to help himself by following this advice? Or will he let selfishness lead him, and, believing that others will take the Secretary's advice and reduce production, will he seek to take advantage by increasing his own? In the latter case a greater surplus than ever may be produced, and the Board's advice defeat itself. This "selfishness of the individual" is a vital factor in the problem, according to expert opinion. While millions of farmers are trying to decide what they will do about it, editors are debating warmly the advisability of trying to restore agriculture to prosperity by the expedient of cutting production.

"It is certain that many, if not most, farmers will not heed this advice," according to the Corn-Belt Farm Dailies, of Chicago, whose January review says:

> "The Farm Board's aim is to build up large cooperative selling agencies, owned and controlled by farmers, and handling a large enough share of total production to dominate markets. Board members realize that this can not be accomplished without the active support of a majority of individual farmers, and to gain this support is regarded as the most important and the most difficult problem facing them at the moment.
>
> "Farmers are sitting back, waiting to see what happens. The majority of them are by no means 'sold' on the idea. The Board has their best wishes; they hope that it will do all that is claimed for it, but they are not ready to turn their business over to it, on any evidence yet in sight.
>
> "Many farmers recognize merit in the established marketing agencies, and can not believe that it is wise to scrap them overnight for something untried. The Board has a vast sum that may be loaned to cooperatives, and through them to farmers, but loaning policies have not yet been established, and as yet there is no way to know what benefit this money may be to the individual farmer in financing his production."

Pointing out that "the country is being subjected to a bombardment of production advice," and that "the planting season soon will be here, and the planning season is here now," this review points out that "under the leadership of the Farm Board, farmers are being advised to reduce production of cotton and wheat, and it is suggested to them that they will be told later what to do about other crops." Then, too:

> "Furthermore, farmers are warned that unless they follow this advice nothing can be done for them in the matter of price of their products. There is more than a suspicion that one purpose back of this advice is to provide an alibi for the Board. If production is large and prices low, then it will be possible to recall this advice, point out that it was not heeded, and say 'we told you so.'
>
> "It is certain that many, if not most, farmers will not heed this advice. The farmer looks at the matter strictly as an individualist. If he believes that others will reduce production, he will increase it to take advantage of the situation. Thus, the net result of such advice actually may be to increase production.
>
> "The view-point of agriculture as a whole, which finds expression in production advice, is radically different from the view-point of the individual farmer. He is in business to make money for himself, not for agriculture as a whole. He will move, so long as he is doing his own moving, in such directions as he believes will lead to profits for himself."

The rivalry of different sections is another difficulty facing the Farm Board as a result of Chairman Legge's suggestion for a reduction in wheat acreages. In the words of *The Commercial West* of Minneapolis, the flour capital:

> "The Federal Farm Board has just asked explicitly for a 10-per-cent. cut in spring wheat acreage for this year. We contend that this demand should not be made of the Northwest. In the first place the Northern hard spring wheat grown in this area—and it is the only place where it is grown to any extent in this country—does not contribute to a surplus, nor is it an item in the export of wheat from this country.
>
> "Wheat surpluses and wheat for export is the winter wheat grown, to the largest extent, in the Southwest, and that was planted months ago, so that nothing can be done about it. As we see the picture, it is not fair to the Northwest to demand that it cut its spring-wheat acreage this year by 10 per cent. with the expectation, or hope, that the Farm Board will ask the Southwest to contribute to a reduction in 1931."

Observing that the Federal Farm Board "has bumped into the surplus without much delay," the St. Paul *Pioneer Press*, published in a great wheat State, declares, "it is easy to tell the more than 6,000,000 farmers that they should produce less," but "the task for political doctors is to prescribe a remedy for the existing situation of agriculture, as it is and will remain for years."

One paper which makes a direct attack upon the plan to curtail production is the Cleveland *Plain Dealer*, which declares:

> "It is a distinct disservice to agriculture and to our economic structure in general to preach the doctrine of a sharply curtailed agricultural production. For with such curtailment must go a large migration of population from the farms to the cities, and with that either increased factory production creating the same problem of oversupply that now exists in agriculture, or an aggravated unemployment problem."

TOPICS IN BRIEF

It's increasing horse-power that has put the horse out of business.—*Arkansas Gazette.*

Big Bill Thompson of Chicago appears to have encountered a bigger bill.—*Kansas City Star.*

If China desires to abolish extraterritoriality, perhaps the thing could be managed a few syllables at a time.—*San Diego Union.*

Undoubtedly Mr. Coolidge can write the history of the United States in 500 words. He ran the Government on approximately that many.—*Arkansas Gazette.*

A French dancer has insured her legs for £100,000. During her performance her legs are covered by the policy only.—*The Passing Show.*

During a recent landslide in France, we read, a golf course disappeared. This brings the total number of missing links up to two.—*The Humorist.*

A fountain-pen, when it's nearly empty, usually spills the little it has in stock. Something like the human head.—*Publishers Syndicate.*

Last year there were 14,086 books published in the British Isles. A few of these were *not* by Mr. Edgar Wallace.—*London Opinion.*

Business has improved so much that big business men are no longer getting themselves interviewed on how good it is.—*San Diego Union.*

The average man doesn't know enough about women's clothes, says a magazine writer. Well, all he needs to know is the price.—*Chicago Daily News.*

Quincy Chamber of Commerce decided that admission to the annual mid-winter banquet would be charged on a penny-a-pound basis. More sensible to make them pay as they leave. —*Boston Post.*

Third Greatest European Bore Near Finish.—Head-line. What's he talking about?—*Arkansas Gazette.*

"One can not attain a ripe old age by living in a glass case all one's life," says a doctor. But railway buffet buns can.—*The Humorist.*

Wall Street comment says the baking industry has often been called "depression proof." Sure. Its product rises every day.—*Arkansas Gazette.*

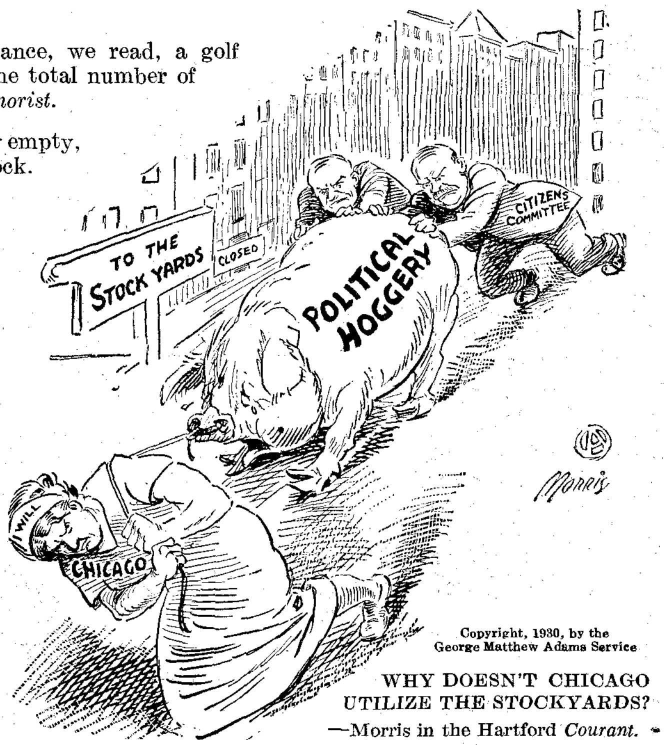
Talk has started in the Balkans of erecting a monument over the grave of "the man who started the World War." A good heavy one would be the thing.—*Detroit News.*

Since the fall of the dictatorship, things are looking pretty desperate in Spain. There is even some talk of allowing King Alfonso some voice in government.—*The New Yorker.*

The plans so far suggested for rescuing Chicago are far from satisfactory. None, it seems, promises to support the politicians in the style to which they have accustomed themselves.—*Detroit News.*

The Federal Trade Commission is fussy about paid testimonials for cigarets. It should now take up these statesmen who indorse Prohibition, but never use it personally.—*The New Yorker.*

It may be, as announced recently, that a scientist has succeeded in isolating the influenza germ, but a painful experience last week leads us to suspect that the thing must have got loose again.—*Punch.*



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WHY DOESN'T CHICAGO UTILIZE THE STOCKYARDS?

—Morris in the Hartford *Courant.*

If Jason were out in search of the golden fleece nowadays, he'd go to Wall Street and join a bear raid.—*Arkansas Gazette.*

Those 206 additional millionaire incomes of 1928 may go some way to explain the slump of 1929.—*Springfield Republican.*

Probably those hair shirts that Mr. Hoover complains about are intended to keep the President up to scratch.—*Detroit News.*

Despite the new flood of criticism against the Eighteenth Amendment, those who put it over are certain that they can keep their feat from getting wet.—*Virginian-Pilot.*

According to an American novelist, "Uncle Sam has definitely put drink behind him." In his hip-pocket, we presume.—*The Humorist (London).*

So far we haven't had any nature-faking story of Wall Street bears adopting and mothering lambs.—*Arkansas Gazette.*

Among the hardest problems modern parents have to solve are those their sixth-grade kids bring home from school.—*Virginian-Pilot.*

A doctor says that the habit of talking to oneself can be cured by auto-suggestion. A triumph of mind over mutter.—*The Passing Show.*

Six men have filed their petitions as candidates for treasurer of Cook County. Which we would mildly say is the zenith of optimism.—*Chicago Tribune.*

A doctor says that cocktails are apt to make a girl fat. When a girl lifts her glass and says "Chin-chin!" she should realize the sinsister significance of the words.—*London Opinion.*

Philadelphia woman who fired five times at her fleeing spouse now wants him to return home. She misses him so.—*Arkansas Gazette.*

Sound-waves are being used to start and stop machinery. Now for a flivver horn that will put the brakes on a locomotive.—*Hagerstown Herald.*

Governor Roosevelt insists that the telephone company in its new rate schedules has given the public a lot of wrong numbers.—*New York Times.*

Considering how few people stay home any more, wonder if the census wouldn't be a lot more accurate if The Literary Digest took a straw census by mail.—*Ohio State Journal.*

Thousands in New York fought to get in to hear Einstein's mathematical formulas explained, and the only explanation we can offer is that they were expecting improper fractions.—*Detroit News.*

A Chicago alderman complains that the activities of the Strawn committee tend to weaken the people's confidence in their elected officials. At this safe distance we would say that it could do with a little weakening.—*The New Yorker.*

In China a recently found skull with a broken jawbone has been classified as Sinanthropuspekinensis. It is thought that the accident to the jaw was caused by the unfortunate man attempting to tell somebody who he was.—*London Opinion.*

Those brokers that, according to *The American Magazine*, are returning to the land since the stock-market crash, may not know anything about the other phases of farming, but they ought to be expert at watering stock and killing sheep.—*Detroit News.*

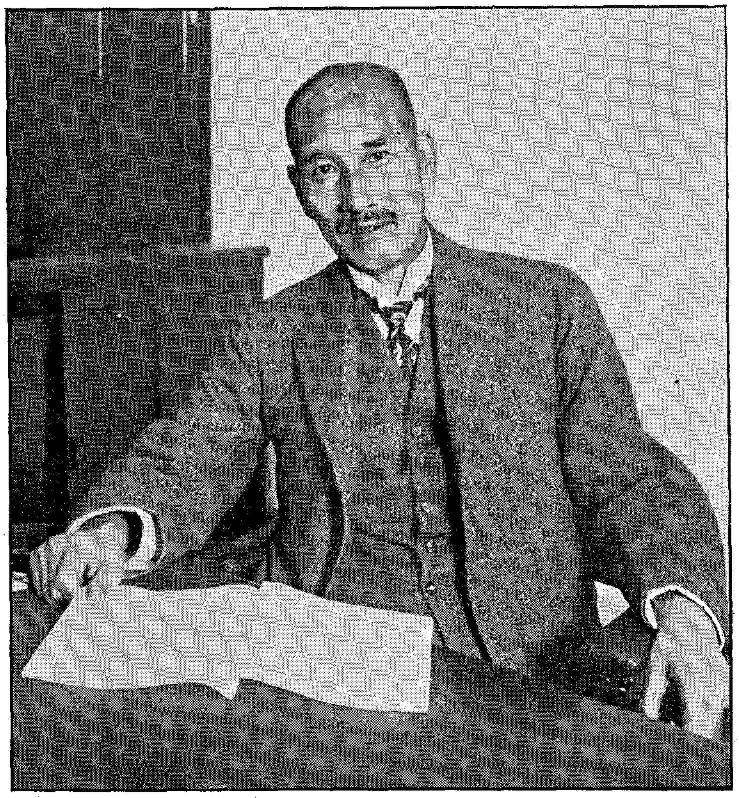
FOREIGN - COMMENT

THE STORY OF TWO JAPANESE MINISTERS TO CHINA

SUICIDE ENDED THE CAREER of one Japanese Minister to China.

His appointed successor is held aloof by the Chinese Government, reputedly because of his hostility to the Chinese.

This record in the news has led to a sharply interesting controversy among some English-language papers in Shanghai.



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WILL HE HOLD IT? TORIKICHI OBATA

His appointment as Minister to China meets a barrage of protests.

The deceased minister, Sadao Saburi, committed suicide, says the Shanghai *China Weekly Review*, because his Government refused to accept the policy he recommended. What he urged, it seems, was a complete revision of Japanese policy toward China, including Japanese interests in Manchuria.

"When his plan was turned down," we are told, he "followed the usual procedure of a patriotic Japanese official"—self-destruction.

The Japanese Government, this weekly review notes, issued an announcement that Mr. Saburi's sudden death was due to mourning over his wife—who died three years ago.

His death is described, it advises us, as a serious blow to the Chinese and to liberal-minded Japanese and as a great disaster from the standpoint of Chinese-Japanese relations.

The newly appointed Japanese Minister to China is Mr. Torikichi Obata, of whom *The China Weekly Review* remarks:

"There has been no official announcement from the National Government regarding his rejection, but in view of reports of resolutions by public organizations opposing his acceptance which have appeared in the Chinese newspapers, it is obvious that the Chinese Government had no other course than to confidentially inform the Japanese Government not to send Mr. Obata to Nanking.

"The Chinese objection to Mr. Obata was based chiefly on the supposition that he had considerable to do with the drafting and presentation of the Twenty-one Demands in 1915. He was counselor at the Peiping Legation and director of the political bureau of the Japanese Foreign Office at the time of the presentation of the Demands.

"He was then appointed Minister to China, and served in Peiping from 1918 to 1922. During the course of the Versailles Treaty deliberations, Mr. Obata again earned Chinese animosities by issuing an ultimatum to the Peiping Foreign Office demanding that China sign the Versailles Treaty containing the clause which confirmed Japan in the possession of the former German interests in Shantung.

"The Chinese delegates at Paris had refused to sign the treaty, so Mr. Obata, apparently upon instructions from Tokyo, went to the Chinese Foreign Office and demanded that the Chinese Government order the delegates to sign.

"His interview with the Peiping Foreign Minister was said to have been accompanied by the usual 'table-pounding' procedure, which formerly was a favorite method of intimidating Chinese officialdom. However, the method failed that time, and this action on the part of Mr. Obata was directly responsible for an outburst of anti-Japanism throughout the country, which culminated in a nation-wide boycott of Japanese products.

"The Chinese, particularly the Nationalists, have not forgotten those events or Mr. Obata's share in them. Hence the agitation which developed recently when it was learned that the Japanese Government contemplated his appointment as Minister to Nanking."

In violent contrast to the foregoing, is another Shanghai periodical's defense of Mr. Obata and of Japanese policy in China. If Mr. Obata participated in the Twenty-one Demands, as Secretary of the Japanese Legation at Peking (Peiping), says *The Far Eastern Review*, he also participated as a Minister in the return of Shantung. To assume that Mr. Obata is an enemy of China is "contemptible and ridiculous," according to this Shanghai monthly, which continues:

"No outstanding leader of Japan is an enemy of China.

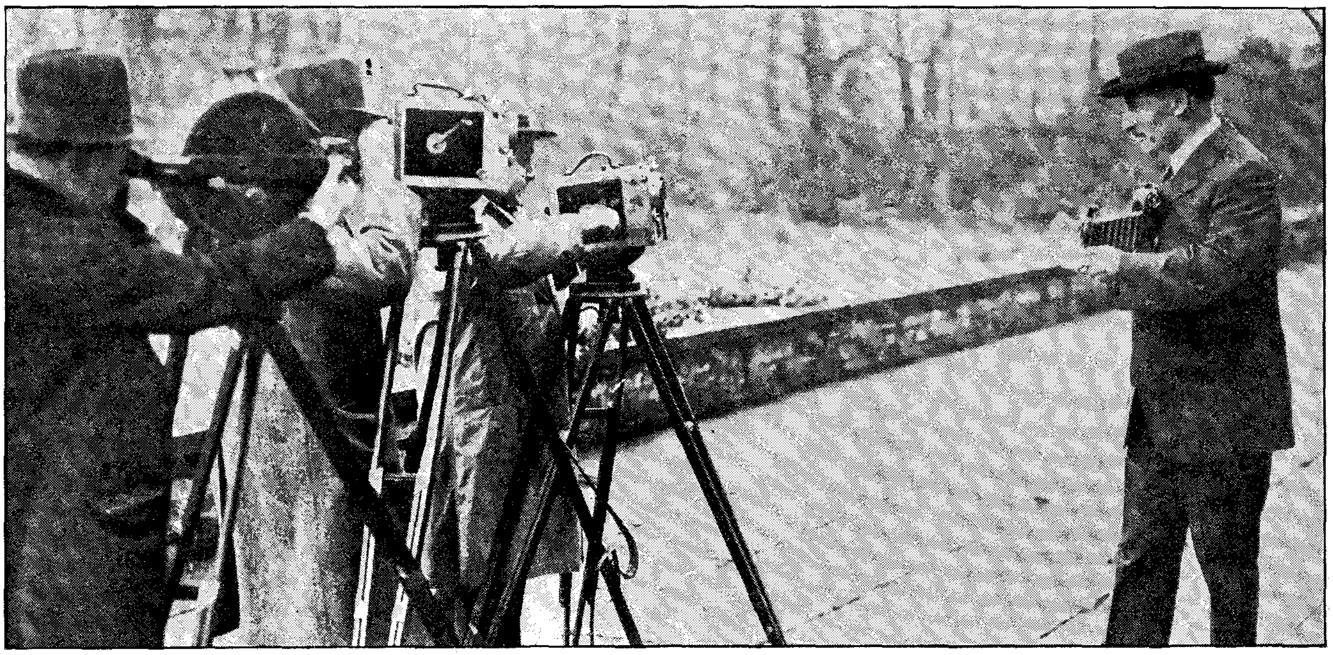
"The Japanese are as anxious to find a solution as are the Chinese. The Japanese can not afford a 'sick' and disorderly neighbor. Japan has indicated beyond any possibility of doubt her willingness to assist China, particularly the present government of China, to maintain an orderly and stable government."

A singularly brilliant career in the Japanese Foreign Office has been the record of Mr. Obata, according to *The Far Eastern Review*, which adds that every time there is a crisis in China some Chinese politicians stir mass opinion against Japan, because it is so easy to do. There can be no question, it is admitted, that historically Japan has been accepted by the Chinese people as the objective enemy. The reasons for this attitude are not far to seek, we are told:

"Japan was a small and unimportant nation which the Chinese regarded with the contempt of a great empire toward an island people.

"In a matter of two decades, Japan became sufficiently powerful to defeat China in a swift war, which resulted in the payment of a huge indemnity by China, and in the loss of territory, not so much to Japan as to European Powers who took advantage of the revealed weakness of a country which had once been regarded as a tremendous Power.

"Subsequently, the Japanese defeated Russia and took from Russia her rights in Manchuria. In the course of fifty years, Japan became one of the five principal Powers of the universe."



International Newsreel photograph

SECRETARY STIMSON SHOOTING THE SHOOTERS

News photographers who followed Secretary Stimson to Stanmore, England—where he was resting over the week-end from his conference labors—admit "they got a dose of their own medicine." The conference, in German eyes, is the weightiest which perhaps ever swayed the destiny of England."

WHY THE CONFERENCE MUST NOT FAIL ENGLAND

THE NIGHTMARE OF ENGLAND is the mere possibility that the London Naval Conference may end in failure.

In the dolorous tone of Jeremiah various German newspapers make this announcement to the world.

Journals in other European countries hear it with a smile and recall the "crocodile tears" shed by the Kaiser in the early days of the war when Germany was "forced" to launch all its military might against the "British Contemptibles."

But if England is afraid the conference may fail, say German editors, France craves its failure because, as the monarchist Berlin *Kreuz Zeitung* avers: "Every Anglo-Saxon agreement weakens the Franco-British understanding."

A famous German naval hero, Admiral von Tirpitz, declares in the *Hamburger Nachrichten* that even if the MacDonald Ministry arrives at a pact, the old sea dogs of the British Admiralty will not have any use for it should it run counter to some of their traditions. Looking backward, von Tirpitz points out:

> "In the World War England, more than any other Power, beat us Germans commercially, as she once beat Spain colonially, Holland as a high-seas trader, and France diplomatically.
>
> "Now, however, Germany's place is taken by a rival no less dangerous—by the United States of America—which even in the North Sea itself can hold its own against the British Isles, economically and navally.
>
> "America will gain greater ascendency over England than it was possible for Germany to do.
>
> "England must now have it out with her rival at a time when her Dominions, and especially India, deem it well to ask for independence, or at any rate for a position more suitable to the geographical and political realities—without reference to the mother country.
>
> "More still: the European continent, hitherto the firm foundation of British world politics, steers—under the domination of France—a course far from the diplomatic line marked by England. . . .
>
> "But the tacit assumption of a naval agreement remains the right of blockade. If the right of blockade be taken away, the reason for existence of a war fleet disappears. Then, indeed, will freedom of the seas be a reality.
>
> "Great Britain, none the less, will not want to surrender her strongest weapon. Even if England and the United States were somehow brought to the point of forbidding naval blockade in a treaty, we must remember that English admirals, when it came to the matter of modifying or forestalling future blockades, proudly declared that they would ignore such provisions of any pact in time of war."

The weightiest conference that perhaps ever swayed the destiny of England is the description of the naval parley given by the *Berliner Tageblatt.* If all goes well at London, we are told, Britain and America will in future be "equal as sea Powers."

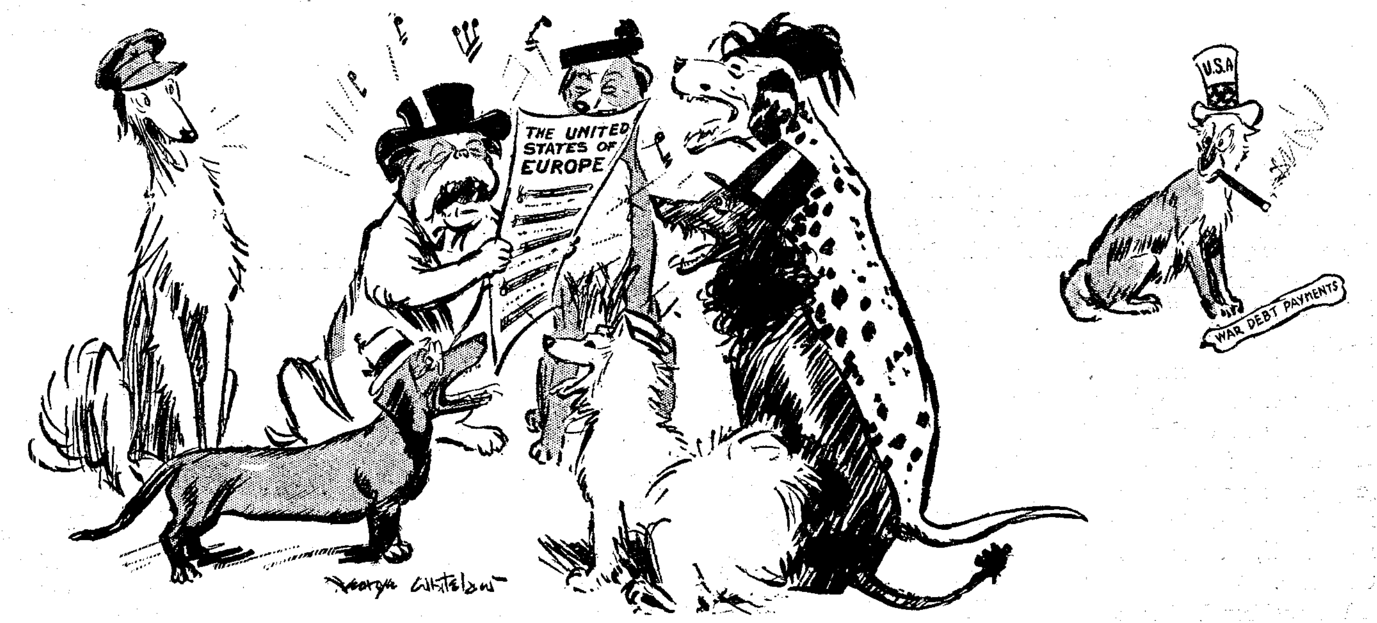
This is a strange new order of things for Britons, it is said, because they have been accustomed to "rule the waves" "since the middle of the seventeenth century, when Blake reorganized the English revolutionary fleet." The British doctrine has been, it is recalled, that neither any single sea Power nor any coalition of sea Powers might exceed the British fleet in strength.

The first break with this great tradition, it is then noted, followed two and a half centuries after Blake when, at Washington, England declared itself ready for a "battle-ship parity with America." From this point to the extension of the equality idea to all types of ships was but a step, according to the *Tageblatt,* which continues:

> "If no agreement be attained at London, the consequences for England may be even more unfavorable than ever. For then the big Navy men in the United States will win the upper hand, and the menace of an American fleet superior to the British will become no longer a mere figment of the fancy.
>
> "America can afford to launch two ships for every one of whatever type England builds. England, again, already groaning beneath the weight of her vast budget, is confronted by measureless unemployment and other social commitments until the weight of her taxation trenches upon the limits of the endurable. Hence England is handicapped in any world competition with America."

A failure of the conference, the *Tageblatt* goes on to say, means that "England will sooner or later become the world's second sea Power." She is "already displaced as the world's first economic Power," and this Berlin daily adds:

> "If now she be obliged to content herself with a second place as a sea Power, what has she left with which to convince such peoples as those of India that she is invulnerable? And that India is fretting in her chains is sufficiently shown by the developments of past weeks.
>
> "Nor is it a matter of India only. Already there are complaints of the Americanization of New Zealand."



THE EUROPEAN COMMUNITY SINGERS —*John Bull* (London).

THE U. S. OF EUROPE IN FIFTY YEARS!

RIDICULED AS CHIMERICAL, a pet idea of Foreign Minister Briand of France, the United States of Europe, instead of fading away, seems to gain strength.

One of the leading Vienna dailies, *Neue Freie Presse*, touches on the subject in a discussion of what Europe will look like in fifty years. A correspondent of this newspaper interviewed Dr. Benes, the Czecho-Slovak Foreign Minister, who exprest himself optimistically as to Europe's future. He is convinced, we are told, of the possibility of the "United States of Europe." Also of the fact that Europe is moving in such a direction.

But, as the Prague *Central European Observer* notes, he feels such an evolution might require the lapse of fifty years. Not until then can the result of the movement, in his opinion, actually be called the United States of Europe. This Prague weekly further summarizes the pronouncement of Dr. Benes:

> "He is not enamored of that title, nor does he like the word Federation, and it is impossible at present to say what form the closer connection of nation with nation would take. The fact that Europe, in taking any other direction, would head for a catastrophe makes it fairly certain, in his opinion, that the Continent is moving toward the goal of fraternal unity.
>
> "Technical progress is bringing countries closer together, so that in the end only administrative frontiers will exist. The League of Nations will form the basis for the new Europe.
>
> "It is, of course, easy to criticize the League, and many people find it unreasonable that countries of small significance and incomplete civilization should have the same voice in its counsels as the Great Powers.
>
> "Despite these and other objections, the fact remains that the League of Nations has justified its existence, and possesses more weight and prestige now than it did a few years ago.
>
> "He believes that in the future no nation will strive for European hegemony as had France, Spain, and Germany in the past. The more he reflects upon the growing power of democracy the more certain he is that in fifty years to come the Europe of to-day will seem but an old-fashioned and lamentable thing."

The conception of the United States of Europe is not a new one, as has been previously related in these pages. Idealists and conquerors alike have dreamed of it, remarks *The Round Table* (London), for the advantages which unity will confer upon the peoples of Europe are incalculable. We read:

> "The cost of the divisions, the tariffs, the wars, which have ravaged Europe from the decline of the Roman Empire, and have been intensified by the destruction of the authority, shadowy tho it was, of both the Holy Roman Empire and the medieval Papacy, is beyond estimate or description."

THE POTENCY OF POTEEN IN IRELAND

IRELAND HAS A DRINK PROBLEM all its own.

Altho there is no such thing as Prohibition in that country, the private still is said to flourish in the Emerald Isle as a green bay-tree.

The still's product is called poteen, and some define it as being in the same class with American moonshine liquor. Both Irish governments, writes an Irish correspondent of the London *New Statesman*, are finding it increasingly difficult to curb the activities of the poteen-makers.

Some time ago, it is related, the Free State authorities were confident that they had stamped out the nuisance in Galway and Mayo, but—

> "Now it has been discovered that the industry was merely transferred from the mainland to the islands along the coast, where the process of manufacture, in addition to being less risky for the lawbreakers, could be carried out on a more extensive scale than was possible when stills were hidden in the bogs.
>
> "On two uninhabited islands regular distilleries built of concrete had been erected, which the Civic Guards demolished with explosives. If the energies that went to erecting this plant, smuggling in malt, and smuggling out liquor had been devoted to legitimate industrial enterprises, the economic problem of the Gailtasht, which absorbs so much of the time of the Dail, would long since have been solved."

The Irish-speaking districts have always made illicit whisky, and to all appearances will continue to make it to the end of the chapter, this Irish informant goes on to say. But poteen manufacture, except in a few mountainous areas, was comparatively rare in the Six Counties, he adds, until a few years ago. The Irish Northerners may have been late in the field, but they are making up for lost opportunities, according to this correspondent, who adds:

> "They have discovered the trick of adapting petrol tins to serve as stills, and in a Portadown prosecution the other day one of the offenders who was brought to book was described as a prominent church worker.
>
> "In the course of the evidence in his case it was stated that a police raid in County Down had unearthed a still under a gospel hall, with the profits of which one of the preachers had been accustomed to eke out the rewards of his evangelical labors.
>
> "As with Prohibition in America, the core of the problem is that popular opinion in the poteen areas in both Irish States will not range itself against the lawbreakers, and until this obstacle is broken down neither government can make much headway in the crusade against illicit whisky."

IS TURKEY APING OLD GERMANY?

THE PRACTICAL DISAPPEARANCE of Turkey from Europe into Asia is given as one consequence of the World War.

But while the Turk is no longer an Asiatic in Europe, he reappears as a European in Asia. In short, it is a question whether he is not becoming more European than Asiatic under the dictatorial presidency of Mustafa Kemal.

Another question raised is whether Turkey may not be aiming for "incorporation in the European system," not only from the political view but from all others.

But the great fear in some French circles is that Turkey in its new growth of power may model itself on the old militaristic, autocratic Germany.

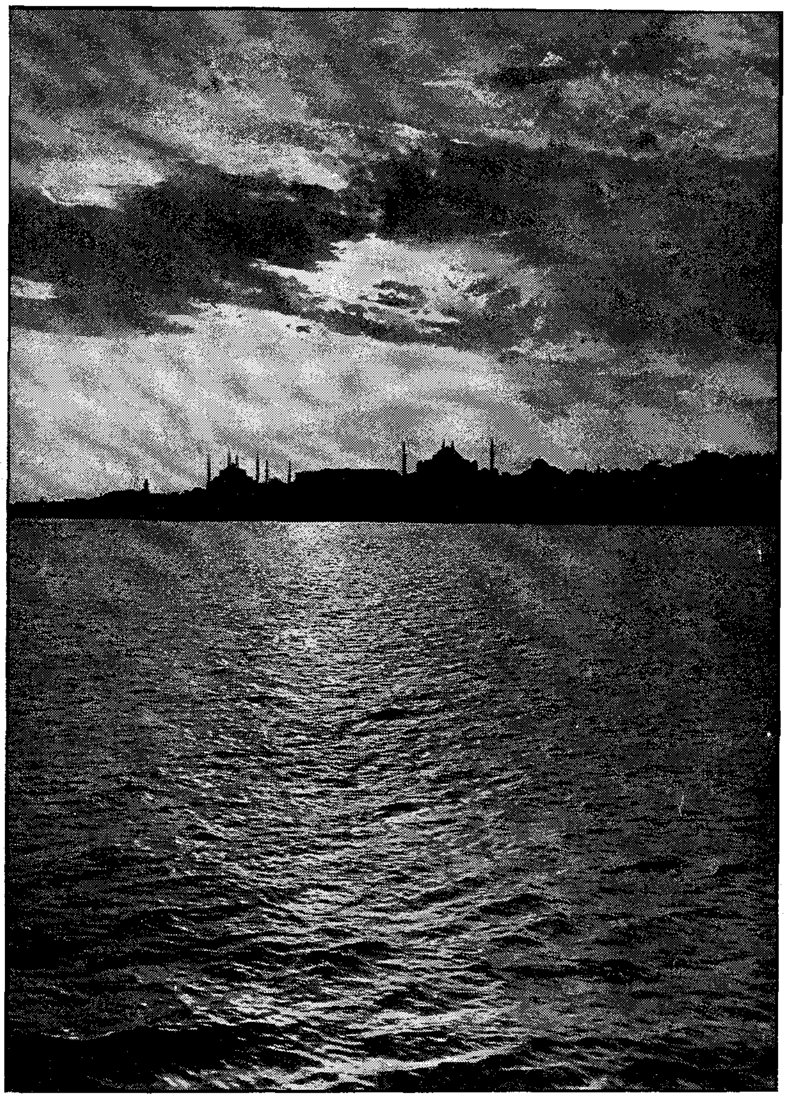
Various French editors recall the flirting of the Kaiser in the old days with what was then known as the younger progressive element in Turkey. They recall also the number of young Turks who went to Berlin to get their knowledge of the European idea of politics. In the Paris *Avenir*, Mr. B. Guinaudeau writes:

> "The fact is that German megalomania seems to have taken possession of certain Turkish minds, which it has deranged. This is a strange result of Western culture.
>
> "It will be recalled that German writers at one time, who called themselves linguists and historians, affirmed without a smile, and attempted to prove, that the German race is the incomparable queen of all human peoples. Also that all the most wonderful geniuses who shine as lighthouses down the course of the centuries of history had German blood in their veins. . . .
>
> "Now the Turks are imitating this attitude of the Germans. Between two camps in Turkey a discussion goes on in which one side maintains that young Turkey has everything to gain by fostering Greek culture, as Greece is the mother of Western civilization.
>
> "The other protests, on the contrary, that such a course would be an insult to patriotism and to history. The supporters of this side declare that Greece owes everything to Turkey."

This French journalist hopes that Turkish patriotism of this sort will not lead the Turks to commit such "sanguinary follies" as it charges to the Germany of William the Second.

Angora is proud, we are told, of a certain gentleman named Attila, one of the great boasts of the Turkish race. It would be better to be silent about his memory, declares this Frenchman, rather than risk an argument against Greek superiority, and he adds:

> "But this is not the point when one is talking of Western culture and of European culture. It is beyond doubt that the conquerors of Constantinople, in 1453, found there a decadent civilization. Doubtless, but it was superior in spite of everything to the principles and the essence that the conquerors brought to the city.
>
> "It was the civilization of Athens, mingled with that of Rome, and purified and enriched by Christianity. After all, Roman civilization itself came from Athens.
>
> "There is no reason for the Turks to become Greeks, Latins, or Christians. But if they wish to become Europeans, it is necessary that they understand what is Europe, that they study it, listen to it, and do not permit themselves—as the Germans of yesterday and perhaps of to-day—to indulge in the madness of overweening conceit."



F. Pasta Photograph in *L'Illustrazione Italiana* (Milan)

TWILIGHT ON THE MOSQUE AT STAMBOUL

The official name for Constantinople is now Stamboul, according to the order of President Mustafa Kemal, who has also disestablished Mohammedanism as the State religion of Turkey.

Just as these fears about Turkey's tendency toward megalomania are exprest, Paris dispatches report the signing of a Franco-Turkish treaty of friendship, conciliation, and arbitration. The signers, we learn, were Foreign Minister Aristide Briand of France and Fethi Bey, Ambassador from the Angora Government.

In French official quarters, says a Paris cable to the New York *Times*, it was explained that practically all the difficulties between Turkey and France have been settled in the new accord, special emphasis being placed upon the delicate problems touching the boundary between Turkey and Syria.

Not only is the treaty thought to mark the beginning of an epoch in Franco-Turkish relations, we hear in this dispatch, but it also clarifies Turkish contacts with neighboring mandated territories. Harmonizing with the spirit of Locarno, we are advised, the new compact is, in effect, "a reciprocal engagement by which both parties solemnly agree to remain neutral in the event of either of the signatories being the object of an unprovoked attack by a third Power."

Financial troubles have pestered Turkey, and a Stamboul dispatch to the London *Observer* advises us that tho drastic measures restored the Turkish lira to its former level, the Government has been compelled to stimulate national production. [Normal value of Turkish lira is $4.40.]

To promote national industry, we are told, an Association on Behalf of National Economy and Thrift has been organized. Its president is Mustafa Kemal Pasha. It will have branches almost everywhere, we learn, and its members are men and women who undertake in writing to use national products and to persuade other people to use them.

RELIGION-AND-SOCIAL-SERVICE

SAVING MARRIAGE BY SEX EDUCATION

"WHY DIDN'T YOU STAY AND FIGHT it out like Mother and Dad?"

The boy had been carefully coached how to behave in the presence of a divorced man who had been invited to dinner. Of course the boy's curiosity got the better of him, and the inevitable question popped out when the guest was forced to explain that he and his wife had not been able to make a go of it, and had decided on divorce as the only way out.

But does divorce cure anything?

Is it an evil, or merely a symptom of some social disorder?

The questions involve the old and the new theories in regard to sex and its proper place in society. We are cautioned in the beginning that sex, powerful as it is, is only one of many instincts whose free play is more or less controlled in an ordered and orderly society. The boy expresses his instinct at aggresiveness by playing at being a pirate, and he makes his young friends walk the plank. But if he attempts to be a pirate in real life later on, society intervenes, to his discomfort.

The story of the boy is related by the Rev. Robert S. Chalmers, rector of Grace and St. Peter's Church, Baltimore, in an article on "The Christian Ethic of Sex" in *The Living Church* (Episcopal). "Now staying and fighting it out is perhaps better than the all-too-common break-up," says Mr. Chalmers, "but the fact remains that the evils of prostitution, the betrayal and the loose living among lots of young women, is not due to youth." Rather,

> "It is due to married men with good homes of their own, who seem to find it necessary or desirable to jeopardize these homes by seeking an additional sexual life. In the same way it is not our wild youngsters alone who crowd the offices of nerve specialists.
>
> "It is married women, divorced or not divorced, and the Church is simply wasting its time, and a preacher is simply wasting his oratory in prating of the divorce evil. The failure of marriage as an institution is of deeper concern to all of us than the divorce evil. It is the cause of the divorce evil; it is the feeder of prostitution, the poisonous source from which youth learns the habits of debauchery. The moment that we have seen the significance of the Christian ethic of sex we realize that what the Church needs to teach and to preach and to work for is the unbreakable marriage.
>
> "The difference between unbreakable marriage and marriage as it is now constituted lies primarily in the approach to marriage on the part of both the husband and wife before they are united, and in their fidelity to its ideals after the married life begins. As marriage is now constituted, it is not a partnership; it is subject to the tyranny of its meanest member.
>
> "Part of the difficulty to-day is that there is a mental reservation in the minds of too many of our young people. They look upon it as something they can get out of without disgrace if they have to. They don't have any idea of divorce. That can be true, but there is a mental reservation that 'if necessary I can break the tie.' This is of itself quite often fatal. I do not believe any couple, no matter how devoted to each other, has ever gone through life without moments of exasperation, the one with the other. There has to be a give and take, and if the dominant loyalty is not to the ideal of a lifelong marriage, then shipwreck is exceedingly easy."

In discussing sex, Mr. Chalmers proceeds with the text that "any instinct is rightly exprest only when it is in keeping with the dominant sentiments of the life. The expression of an instinct, and this includes sex, otherwise than in harmony with the accepted and dominant sentiments and purposes of the life of the individual," he says, "may indeed produce momentary pleasure, may give what the youngsters call a 'thrill,' but it can never yield joy, happiness, and peace. It is always unsatisfying and in the end disintegrating. Therefore, all the talk of giving free expression to one's sex instincts is utterly unscientific, and is no cure for repression unless that expression is in accord with the accepted purposes and dominant sentiments of our lives."

He traces the development of monogamy from polygamy, "the best institution for the perpetuation of a healthy race" in its time, and says:

> "The truth is that man was polygamous and man is monogamous; and he is acting according to nature in its present stage of evolution when he is faithful to the marriage vow and controls, redirects, and sublimates his sex instinct accordingly. He need never repress it."

The sex instinct in the life of the individual, says Mr. Chalmers, follows the rule of all instincts in that the development of the individual reproduces the development of the race. For instance, the polygamous inclination of the boy and girl of sixteen or seventeen evolves into the monogamous instinct at twenty-three or twenty-four, when the individual is animated by a desire for one partner and the founding of a family. "The fidelity of husband and wife in the relation of a monogamous marriage," argues Mr. Chalmers, "insures the ends of nature and is the highest agency that nature has so far evolved for that purpose." He reminds us that the body is the temple of the Holy Spirit, and says that "every instinct is good and capable of the most sacred uses." He urges, then, that

> "The facts of sex should be faced by both young people before marriage takes place.
>
> "There should be no idea of a privilege to be demanded by the man and to be yielded by the woman. If the man approaches marriage with any such idea, then he is headed for trouble. Moreover, he has absolutely no rights that the woman does not share. He has no rights which she is to yield to him. They have mutual privileges and mutual obligations which both share without any yielding on the part of either spouse. Moreover, while all of this has to be addrest to both parties, and particularly to the man, it is equally true that the woman should be enabled to approach the whole subject without shame, without diffidence, without fear, in order that she may enter happily and not grudgingly into the marriage relation. This must be taught, it must be explained."

All this lends emphasis to Bishop W. T. Manning's attack on the teachings of Bertrand Russell, author and propagandist. Speaking at the dinner of the Church Club of New York recently, Bishop Manning quoted from Mr. Russell's book, "Education and the Good Life":

> "In teaching my own children, I shall try to prevent them from learning a moral code which I regard as harmful . . . I shall not teach that faithfulness to our partner through life is in any way desirable, or that a permanent marriage should be regarded as excluding temporary episodes."

"And yet this man," exclaimed Bishop Manning, as he is quoted in the press, "was picked out as an example of light and leading and a fit teacher of youth, and invited recently to lecture in nine universities in our land. Do any of us want our boys and girls to accept this teaching and act upon it? There is only one thing that can meet this issue and that is faith in Christ and in His teachings." The subject calls for plain speech, comments the Springfield *Republican:*

> "It is necessary to go to the roots of things. And it is high time, perhaps, that this were done more systematically than it is now being done. Sex education must include the rationalization

of monogamy, of marital fidelity and chastity. Rev. Mr. Chalmers discovers an essential element of the problem when he writes: 'The Church is simply wasting its time and a preacher is wasting his oratory in prating of the divorce evil. The failure of marriage as an institution is of deeper concern to all of us than the divorce evil. It is the cause of the divorce evil.'

"The logic of that is, get back to marriage and fortify it; the divorce problem will then solve itself. The conventional sexual morality of the western world is not going by the board; adultery will not triumph as the last word in marital ethics. But there is something important to do for home and society besides fight over obscenity laws and the censorship of books carrying a few salacious scenes and printing some nasty words."

A BONUS FOR MINISTERIAL FAMILIES

MINISTERS HAVE SUPERIOR CHILDREN, and it would be good eugenics to give the ministers larger salaries so that they may have larger families.

So urges Dr. Clarence G. Campbell, president of the Eugenics Research Association, in an address at the annual meeting of the committee on cooperation with clergymen of the American Eugenics Society at the Town Hall Club in New York recently. Readers will at once recall with a smile the old tradition that the sons of the manse inevitably slid to perdition by the shortest route possible. But that tradition long ago fell afoul of the truth, and Dr. Campbell, predicting a gradual deteriorization in the general quality of racial stock unless remedies are adopted, asserts that increasing ministers' stipends for the proper raising of their progeny contains "the greatest promise of sustaining and increasing our most valuable racial stock." With the continuance of the present trend toward family limitation, says Dr. Campbell, as he is quoted in the New York *Herald Tribune*, "a steady diminution in the proportionate ratio of the superior racial stocks from which leaders arise and the gradual deterioration of their general quality and ability are about as mathematically certain a prediction as could be made of future racial conditions," and he goes on:

"The sole means of forestalling such a racial misfortune is by the increase of offspring in this superior racial stock, or positive eugenics.

"We know from reliable factual data that the best quality of leaders rises, and rises in the greatest frequency, from the progeny of the clergy. Knowing these facts, it should not be difficult for us to see that any aid given to such a project would go to secure greater and more enduring human benefits than any other effort we could support.

"This is a project which should strongly appeal to every individual who is racially minded. And it would seem particularly fitting that it should receive the ardent support of the sons and other descendants of the clergy."

Whether we are to take seriously the suggestion of a bonus for larger ministerial families, there is an abundance of evidence, notes the Boston *Herald*, that children of the manse do contribute a quota of leaders in all the worthy fields of human endeavor far beyond the ratio of ministers to the population as a whole, and *The Herald* gives us this interesting summary:

"Five years ago a careful analysis was made which showed that of the 12,000 persons listed in 'Who's Who,' more than 1,000 were the sons or daughters of ministers.

"A similar examination of the accessible returns from England produced the amazing conclusion that of 2,145 British notables, 1,270 had come from the Church. The well-known Methodist Bishop, Edwin H. Hughes, was the authority a few years since for the statement that the great business houses of America were controlled by 2 per cent. of the men engaged in them, and he found that four in every 100 of those in control were bankers' sons, that eight were sons of other business men, that twenty-five were the sons of educators, and thirty were the sons of ministers.

"Three of the Presidents of the United States came from the homes of clergymen, and seven daughters of clergymen have held the proud position of mistress of the White House. Of Senators and Representatives, the parsonage has fathered a multitude. John Hancock and eight other 'signers' were born of clergyman fathers. More sons of ministers than any other class have become the heads of colleges and schools in America. The Wright brothers of airplane fame were sons of a United Brethren Bishop. Charles Evans Hughes, Cyrus W. Field, Henry James the novelist, and William James the psychologist, Lyman Abbott, Edward Everett Hale, Stephen J. Field and David J. Brewer of the Supreme Court bench, all were sons of clergymen.

"Inscribed in the Hall of Fame in New York are now sixty-five names, and of these ten are the names of sons of the clergy, and one was a daughter of the manse. Ralph Waldo Emerson came from a long line of clergymen, Jonathan Edwards was the founder of one of the most remarkable families in the history of the United States, Henry Clay was the son of a Baptist clergyman, James Russell Lowell was the son of the Rev. Charles Lowell, the father of Samuel F. B. Morse was a minister in Charlestown, the father of George Bancroft was the son of the Rev. Aaron Bancroft, Henry Ward Beecher was the son, and Harriet Beecher Stowe the daughter, of 'old Lyman Beecher,' Francis Parkman's father was a Boston clergyman, Oliver Wendell Holmes was the son of the Rev. Abiel Holmes, and Louis Agassiz was the son of a Protestant pastor of a parish in Switzerland. Eleven in sixty-five is 17 per cent. Can scions of any other occupation surpass it?"

The sons of the manse learned, comments the Brooklyn *Eagle*, "to clean their plates at table, where no scraps were wasted; to tackle disagreeable tasks unflinchingly, and to trust in Providence only for what they could not get for themselves. Thrift, industry, and self-dependence stood them in good stead. The multiplication of ministers' sons in the pages of 'Who's Who' volumes, on which *The Eagle* has more than once commented, speaks well for this sort of heredity."

WHY BOTHER THE "HAPPY HEATHEN"?

THE HEATHEN ARE HAPPY as they are—why bother them?

So the cynic on Christian missions. But he entirely disregards the fact that civilization as represented by commercial firms seeking markets for the white man is still pushing vigorously into less civilized countries, and uprooting the customs, traditions, religion, and working methods of the people. The cynic never condemns these agencies for forcing themselves and their wares upon a native people. The Christian missionary, on the other hand, desires only to help these people to meet the new conditions of life to the best possible advantage, and to help them in developing an adequate religious foundation. Reminding us of all this, "The Churchman Afield," the Boston *Evening Transcript*'s religious department, quotes F. T. Meacham, an American missionary at Chikore, East Africa, thus:

"In our educational and evangelistic work, four churches and twenty-six primary schools now are open. In our community, which we call the Chikore Larger Parish, we are educating the hearts, heads, and hands of more than 2,500 children, not to mention their fathers and mothers. Jesus said that He came that people might have life; He came to save for life, not for death. We desire to give the African life—a life of hope instead of despair; of health instead of sickness; of knowledge instead of ignorance and superstition; of industry instead of idleness; a God of love instead of the fear of evil spirits; a monogamous home instead of a polygamous kraal; and the principles of Jesus so that they may build a Christian church, African in form and spirit."

Back of the work of the Christian missionary of this section, we read on in "The Churchman Afield," stands the government-school inspector, who declares that the first essential of the schools is to train Christian character, and so gain the good-will and cooperation of the people as to make the school a real community center, holding up ideals and pointing the way to better conditions of living. For example—

"Down in the Sabi Valley a young African and his wife are conducting a school of 120 pupils. For five and one-half hours a day the school carries on. Two hours are spent in industrial work, with gardening included during spring planting time.

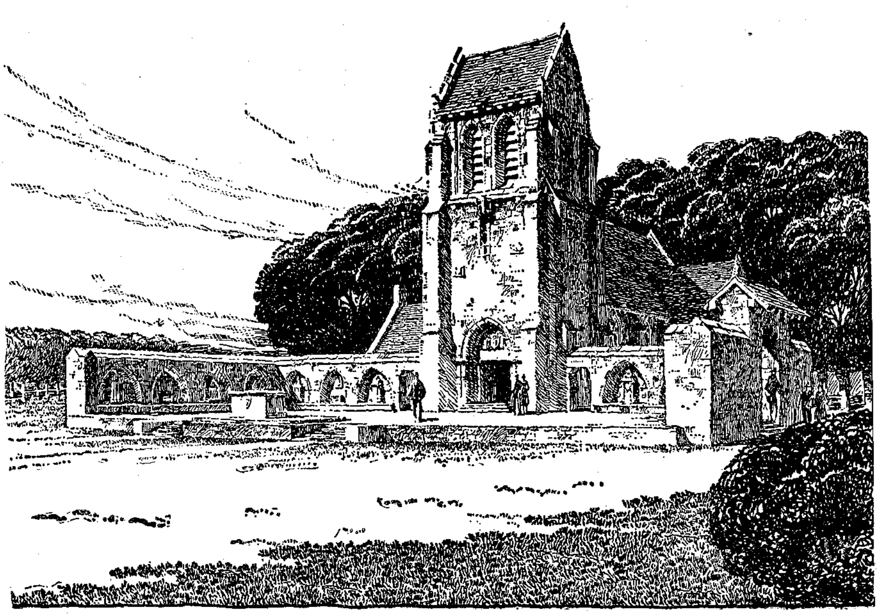
DRURY COLLEGE LIBRARY

The children are taught the benefits of crop rotation and the use of manure. They learn basket-weaving, mat-making, and pottery. All things that will be of practical use in the home life of the children are introduced into the curriculum. Before classes begin, inspection of head, hands, and teeth is made, followed by a short devotional service and twenty minutes of Bible instruction. Then come the three R's, singing, and hygiene.

"All this is being carried on in many cases by earnest Christian teachers, who have to be not only instructors in educational subjects, but industrial workers, pastors, doctors, and nurses. Many of these ambitious African men and women have had a very small amount of preparation in mission or government school, gained for the most part at great personal sacrifice."

A "CATHEDRAL OF THE AIR"

IN MEMORY OF ITS BROTHERS of the air who have "gone West," and in tribute to those who still carry on, the American Legion, Department of New Jersey, is to build a chapel which will be also a sanctuary for all men, and an eternal reminder of the spiritual verities.



From *The Christian Advocate* (New York)

A MEMORIAL TO THE AIRMEN WHO HAVE "GONE WEST"

The "Cathedral of the Air," to be erected by the American Legion, Department of New Jersey. It will be a non-sectarian "house of prayer for all people," and will be cared for in perpetuity by the United States Government. A Navy chaplain will act as dean.

"It is tremendously significant," says the announcement, "that the Legion, when seeking best to express its devotion and idealism, should decide to construct a memorial that has a primary religious and moral value. It is to be a house of prayer for all people." The "Cathedral of the Air," as it is described, is also, we read in the New York *Christian Advocate* (Methodist), a practical demonstration of interchurch cooperation and fellowship, as its charter provides that it shall be non-denominational. All denominations are cooperating in the project, and all may use it. The interior arrangements and chancel furnishings have been so designed as to be adaptable for the worship of all religious groups, giving offense to none, and permitting each to use the appointments to which it is accustomed. A Navy chaplain will act as dean.

A SKY PILOT

For the "Cathedral of the Air," Commander William W. Edel, Naval Chaplain, one of the originators of the American Legion memorial to be erected in New Jersey.

The chapel is to be located at the United States Naval Air Station at Lakehurst; it will stand not far from the hangar of the U. S. S. *Los Angeles*, the Navy's great experimental dirigible, which by the terms of the Treaty of Versailles may never be used for any purpose of war. The idea of the memorial originated in the minds of three prominent members of the American Legion in New Jersey, and *The Advocate* informs us further:

"Its chief sponsor has been the Hon. Herbert H. Blizzard of Audubon, commander of the New Jersey Department of the American Legion during 1929. Mr. Blizzard is now president of the board of trustees, upon whom the American Legion has placed the responsibility for the successful completion of the project. The Rev. Gill Robb Wilson of Trenton, formerly national chaplain, has had a large part in the origination of the plan. As an aviator he received the Croix de Guerre with Palms from the French Government. He is at present the influential pastor of the Fourth Presbyterian Church in Trenton. The third of the group who developed the plans is Commander William W. Edel (Chaplain Corps), United States Navy, Chaplain of the United States Air Station at Lakehurst.

"The American Legion espoused the plan early in 1929. The enabling act permitting the United States Government to accept such a memorial chapel and to care for it in perpetuity was passed by both Houses of Congress without a dissenting vote. It was one of the last bills to which President Coolidge affixt his official signature."

A French soldier who served through the war, now an American citizen—Paul Phillippe Cret—is the architect, and it is from his native France, we read, that he has drawn his inspiration for the sacred memorial. A word as to the design:

"The structure itself is a modified Gothic in design, to correspond in general appearance with the great cathedrals of the section of France in which the American troops fought during the last months of the World War. Before the chapel will spread out a great forecourt, 112 by 60 feet, flagged with fieldstone, and enclosed on three sides by a colonnaded wall, in which will be set scores of memorials, commemorating the lives of those who have carried on the conquest of the Last Frontier, the Frontier of the Air. A speakers' stand is placed in this forecourt.

"Rising out of the rear of the forecourt, and dominating it, will stand the Carillon Tower, flanked by the nave and transepts. In the nave will be memorial windows for heroes of aviation, and on the walls of the nave will be scores of memorial tablets and inscriptions. A small side-chapel will be named the Shenandoah Memorial Chapel, and will be in honor of the officers and men who were killed in the wreck of the U. S. S. *Shenandoah*, over Ava, Ohio, in 1925. With the development of aviation and the sacrifices that must inevitably be made during its progress, it is expected that the chapel at Lakehurst will in time become not only a cathedral of aviation, but an American Westminster Abbey of the Air. The floor plan of the chapel will trace upon the great flying-field among the Jersey pines, for all the argosies of the air to see, the symbol of the Prince of Peace, the shadow of a cross."

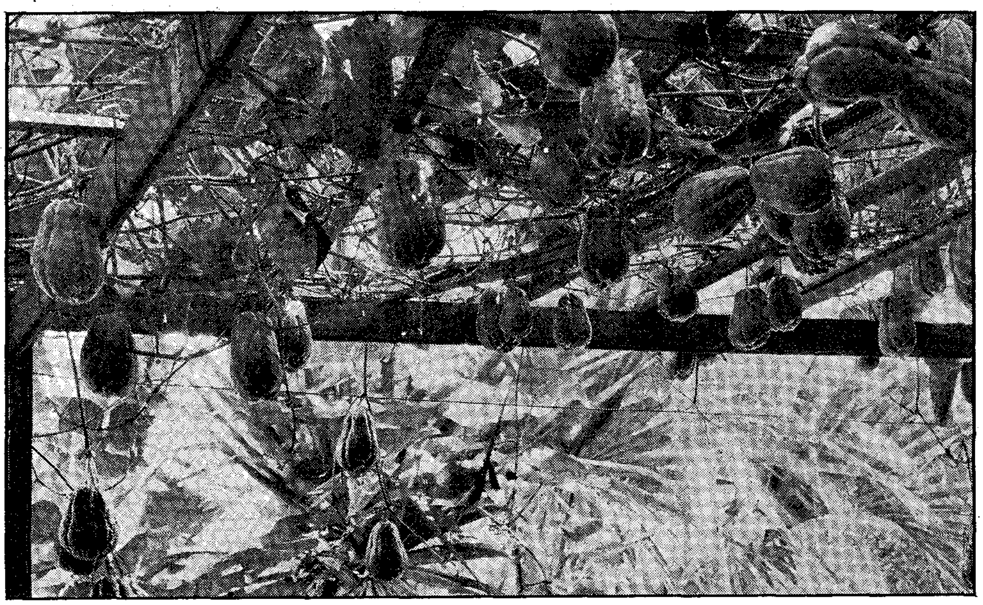
SCIENCE - AND - INVENTION

FIVE VEGETABLES IN ONE

A SQUASH WITH POTATOES FOR ROOTS, greens and salad for leaves, and young shoots like asparagus; such is the chayote—once only of Mexico, but now becoming widely popular in other parts of the world.

Ours comes from Florida, and we should all be eating it soon, judging from an article contributed to *The Florida Grower* by Laura Strunk. She writes:

"Perhaps the most promising of all the recent vegetable introductions into Florida is the chayote, a one-seeded squash which is now being grown successfully in all sections of the State.



Courtesy of *The Florida Grower* (Tampa)

SQUASH, POTATOES, GREENS, SALAD, ASPARAGUS IN ONE!

"In past years this vegetable, an import from Mexico, has been cultivated almost entirely for home use, and for marketing in small quantities, but now with increased cultivation over the State shipments have been made to out-of-State markets. Recently, the first car-load ever to go from Florida was sent to a northern market. It is expected that in time the chayote will be of more value than the common squash, since it can be used in a greater number of ways.

"The chayote bears shipment well, and is not affected by an eight- or ten-day journey. If not bruised in picking or in handling, and wrapt in tissue paper, and kept in a comparatively cool place, the chayote will often keep for three or four months. Farmers have found that the value of this little-known vegetable lies not only in the fruit of the vine, but in other products as well. Because of its attractive appearance, many people cultivate the chayote as an ornamental vine for a porch climber, and in a number of places they have been planted in connection with ferneries, where they not only grow profusely but also fruit abundantly.

"The tender tips and the young leaves are often used as greens, much in the manner of spinach. Only the tips of the vines that snap off easily should be used, as tough fibers soon form, rendering them unsuitable for cooking.

"The tuberous roots, which resemble the yam, may also be used for food. In Mexico they are utilized somewhat as potatoes. The young shoots, which are obtained by forcing seed chayotes placed close together in a shallow trench and covered with loose earth, may be eaten when prepared as asparagus.

"The foliage is used by many farmers for fodder. Repeated cuttings of the new growth cause no injury to the plants. In its native habitat straw has been obtained from the chayote vine for baskets and other articles.

"Bees produce superior honey from the chayote flowers, which bloom profusely during the fall months."

The chayote, says Miss Strunk, will grow in all sections of the Southern States where the ground does not freeze. There are two crops, one in the spring and the other in the fall, when the vines bear until killed by frost. A good vine will bear several hundred chayotes in one season. Near Marianna one vine recently was reported as having more than five hundred. She goes on:

"Being a perennial, the chayote vine comes up from year to year, and on a farm a few miles from Lake City, there is a vine now over eleven years of age which is still bearing heavily. The mature fruits are always more or less comprest as tho built over the large flat seed. In general appearance they are pear-shaped, some being smooth and others having spines and wrinkles. Altho the average chayote weighs from eight ounces to a pound, in some cases they have been found to weigh as much as three pounds. In flavor the fruit resembles the summer squash, and it has been described as suggesting the taste of roasted oysters, sweet potatoes, or chestnuts.

"Altho a native of Mexico, the chayote is produced in large quantities in Porto Rico, and it has recently obtained popularity in Australia and Algeria. It is used in the West Indies, California and Louisiana, Madeira, Mexico and Central America.

"Its mineral contents make it valued in the diet. It is especially popular when made into sweet pickles. It is also good as an ingredient in a raw salad, and also when cooked. It may be fried, stuffed, or baked with meats."

THIS SEASON'S ICE-AGE WEATHER—Evidence that the world weather this winter resembles a partial return of the Great Ice Age, when much of North America was blanketed with perpetual ice, is supplied, experts believe, by the recent serious floods of Tanganyika Territory, Africa, the country immediately east of the African Great Lakes. Writes Dr. E. E. Free, in his *Week's Science* (New York):

"It is in this region that geologists have discovered evidence of what are called 'Pluvial Periods' occurring thousands of years ago; times when that part of Africa had much more rain than now, and when permanent or temporary lakes stood in valleys which are now dry. These Pluvial Periods are believed to correspond to the successive waves of glaciation and advancing ice-sheets in more northern lands, the world-wide weather changes that caused the ice being responsible also for greater African rains. Reports this winter from the Byrd Expedition in the Antarctic, and from corresponding observing posts on the borders of the Arctic, indicate abnormal storminess and unusual ice; threatening, in Admiral Byrd's case, actual danger to the expedition. In northern Europe and America the weather has been similarly violent. England, for example, experienced fifteen violent gales in less than three months, a record unequaled for over a century. Should such stormy conditions around the poles continue for a century or two, experts believe that a new advance of the ice-sheets would begin. To this evidence of what is probably only a brief sample of former Ice-Age weather there is now added the fact of severe floods, precisely where similar events were usual during the Ice Age itself."

ABOUT PARROT FEVER

THIS DISEASE HAS HAD WIDE NEWSPAPER publicity, but the only cases of "psittacosis"—the medical name—among pets have occurred in homes or shops, and the only human cases have resulted from intimate contact with infected birds.

Many people who keep pet birds feed these from their own mouths. In a case reported in England, the bird's mistress, in order to keep her sick pet warm, allowed it to sleep under a woolen jacket against her breast. Says *Science* (New York), quoting from material furnished by Science Service:

"No danger of infection seems to exist unless there is this direct contact.

"Dr. William M. Mann, director of the National Zoological Park at Washington, said it has not been considered necessary to close the parrot room to visitors, even tho several cases have been reported in near-by Annapolis. Dr. Mann added that the disease had never occurred among the parrots of this zoo.

"Dr. Mann was not able to give any reason why parrots in zoos should be free from this disease, when parrots destined to become pets occasionally have it. The disease is caused by a germ which attacks the birds infrequently; scientists are not agreed as to the exact germ. Some authorities think the unsanitary conditions under which birds are kept on the journey up from the tropics may have some relation to the development of the disease.

"There is a considerable profit in the sale of these birds. Exact figures on parrot imports are not available, but according to the Department of Commerce, 65,319 live birds other than song and game birds, and valued at $5 apiece and under, were imported from South America in a year. Besides parrots, this included cockatoos, love-birds, and parrakeets.

"When human beings contract psittacosis, they have the symptoms of pneumonia and also of typhoid fever—weakness, fever, a cough, nausea, and intestinal disturbances. The disease is fatal in 35 to 40 per cent. of the cases. Some authorities think that the patients actually have pneumonia; that the parrot has simply weakened their resistance and made them more susceptible. The disease in the parrots is confined to the digestive system, but in man it is localized in the lungs.

"An English authority, Dr. A. P. Thompson, of Birmingham, thinks the disease is perhaps not so very rare, but that a number of cases of it may occur which are considered to be some form of pneumonia or typhoid fever, particularly if the fact of a sick parrot in the household is not known to the physician.

"The first reported case of psittacosis was in Germany in 1879. An epidemic of the disease occurred in Paris in 1892, at which time parrots had been very fashionable pets. Since then cases have occurred at intervals, particularly in Italy, France, and Germany, with only a few in England and the United States. During the last year, reports of cases have been more frequent in Europe and South America. An outbreak is now reported from Germany."

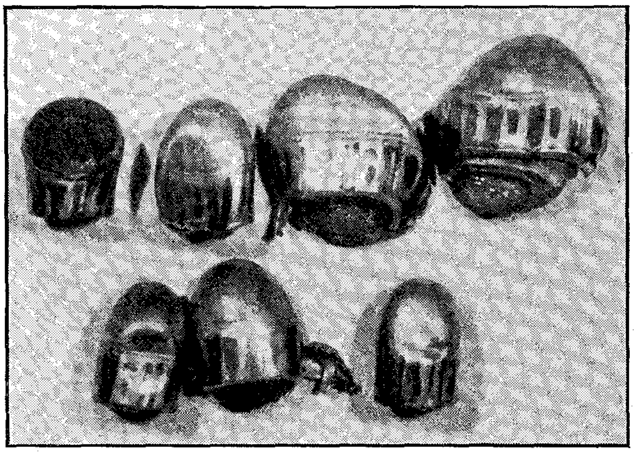
That there are at least four varieties of parrot-fever germ, and that one variety may turn into another, has been discovered by Dr. G. S. Wilson, a London bacteriologist, thus providing a clue, it is believed, to the mystery of why this germ breaks out occasionally in startling epidemics. Says Dr. E. E. Free in his *Week's Science* (New York):

"At a recent meeting of the Pathological Society of Great Britain and Ireland, Dr. Wilson described cultures of the four separate 'races' of the germ; less alike when seen under the microscope than are the different races of human beings. One of the four germ races, Dr. Wilson said, consists of small, rounded germs, like tiny water-drops. Another takes the form of elongated filaments, like short lengths of hair. The different races differ, also, in chemical characteristics and in ability to make trouble in the human body. Some are virulent, others comparatively harmless. All four races have been produced, Dr. Wilson believes, as natural 'mutations' of the fundamental original germ; as tho some of the descendants of a human family were Negroes, some white, and some Chinese. Ordinarily the germ probably exists in nature in one of Dr. Wilson's nonvirulent forms. Once in a while some accident produces one of the virulent mutations, which then proceeds to attack human beings and to cause parrot fever, or the kind of intestinal food poisoning also ascribed to this germ."

FINGER-PRINTING A BULLET

THE GRUESOME ILLUSTRATION of machine-gun bullets from the body of a slain gangster shows how, even when distorted by mushrooming, the steel jackets still retain the marks made on them in passing through the barrel of the gun. Says *Mechanical Engineering* (New York):

"Studied under the microscope, characteristic striations on the bullets can be detected by experts. They are caused by peculiarities of the gun from which the bullets were fired, and serve as a means for identifying the fatal weapon. Some of the fundamentals involved in the identification of firearms from the marks on the bullets fired from them are discust by Maj. Charles O. Gunther in an article entitled 'Markings on Bullets and Shells Fired from Small Arms.' Major Gunther analyzes the motion of a bullet passing through the bore of an automatic pistol. He discusses the force required to drive the bullet through the bore, and the characteristics, peculiar to the bore, by which the bullet fired through it can be identified. How the marks made on the surface of the bullet by the lands and grooves of the bore can be interpreted is also explained. In conclusion, it is shown how characteristic imprints of the breech block and firing-pin on shells and primers offer a means of identification when ejected cartridges are found. The identification of firearms from marks on the bullets and shells is not yet the exact science that the Bertillon system based on finger-printing has become. It has, however, had an important influence in the acquittal and conviction of suspects in murder trials."



Courtesy of Charles O. Gunther

TELLTALE MARKS

On bullets from the body of a slain gangster.

SEVEN TIMES AND OUT—Seven is a cabalistic number; it is also a favorite of poets.

The seventh child of a seventh child is reputed to have psychic powers.

But a Greek professor has discovered seven to be destructive. Writing for a Greek paper that appears in Paris, he produces a mathematical curiosity, which we reproduce from the London *Evening Standard:*

"The magic figures are 142,857. If they are multiplied by two, the result is 285,714. That is, the same figures and the same sequence. Multiply by three, and the figures (428,571) and the sequence are still undisturbed. Multiplied by four, the result is 571,428. Here again the same figures and the same undisturbed sequence. Multiply by five, and the result is 714,285; by six, 857,142. In this last example the result is even more curious, because the two sets of three figures are exactly transposed.

"When, however, the doubtless weary figures are multiplied by seven, the magic formula breaks down, and the following curious result is achieved—999,999.

"I wonder if any of my Wrangler readers can produce a better mathematical curiosity than this."

HOW COMMON THINGS WORK—II

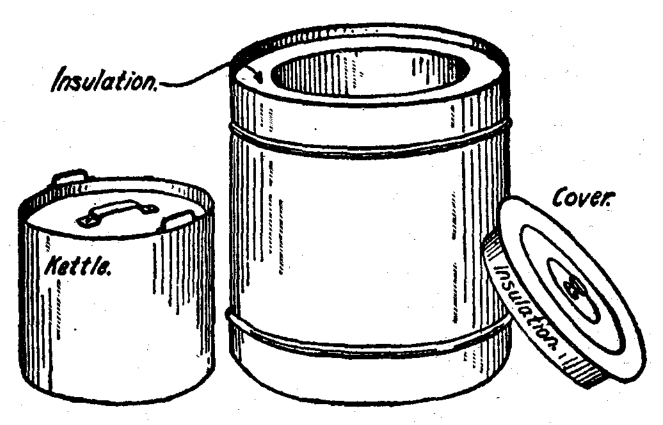
HOUSEHOLD APPLIANCES: THE FIRELESS COOKER

TRUE, THE COOKER ITSELF HAS NO FIRE, but without a fire it would be useless.

This seeming contradiction is explained by the fact that the food to be cooked must be previously heated. All the cooker does is to keep the heat in until the cooking is accomplished. It is therefore very economical of fuel. In ordinary cooking only a small proportion of the heat is effective, while the rest is wasted.

Many people fail to use this device because they do not know its advantages, and many others who do use it do not understand fully, perhaps, its principles, or know of other kinds of cookers than the ones they are using. A better understanding may be useful.

The "fireless" method of cooking has been long in use in some countries of the world, we are told in "Physics of the Home," by Prof. Frederick A. Osborn of the University of Washington (McGraw-Hill Book Company, New York). He writes:



ESSENTIAL ELEMENTS OF THE FIRELESS COOKER

"The people in the north of Europe have used for many years a device known as the 'Norwegian cooking-box.' It has had a rapid development in this country during the last few years under the name of the 'fireless cooker.' It is, essentially, a box lined with some material which is a poor conductor of heat. Hay, straw, and excelsior were frequently used in the earlier forms, and the covering was cloth. The tightly covered vessel was placed in the hole and a cushion of the same composition was placed on top of the vessel. These early forms were as good, if not better, non-conductors of heat than the metal-lined later types. But they were unsanitary. The modern types use felt, asbestos and other poor conducting material, which is placed in metal-lined boxes. By the use of heated stone radiators the range of possible cooking operations has been extended. When radiators are used, it is desirable that the cookers be equipped with valves which will permit the escape of the water vapor, thus making the baking or roasting operations more nearly comparable to the dry heat of the oven. The data given below show the loss of heat due chiefly to conduction and radiation for three cookers of different makes:

Cooker	Time, Hours	Temperature in the Cooker with 2 Qts. of Water, Degrees Fahrenheit
No. 1	Start	212
	3 hr	165
	4 hr	154
No. 2	Start	212
	3 hr	155
	4 hr	144
		With the Two Radiators Heated, Degrees Fahrenheit
No. 2	Start	430
	4 hr	220
No. 3	Start	448
	4 hr	225

These devices are discust in a little more detail in "Household Physics," by Walter G. Whitman of the Salem, Massachusetts, Normal School (Wiley & Sons, New York). He says:

"Since the cooking of most foods consists merely in keeping them at a temperature of approximately 180 degrees F. to 212 degrees F. for a certain time, it is not necessary in such cases to have a fire during the entire cooking process. If a food, warmed to 212 degrees over a fire, is removed from the fire, it will continue to cook until it has cooled 20 to 40 degrees.

"A hot body cools because it loses heat to surrounding material. Air is a poor conductor of heat, but a hot body in air sets up convection currents, which continually bring a fresh supply of cold air into contact with it. By surrounding a hot body with a good heat insulator, which does not permit convection currents, the time during which a high temperature can be maintained is lengthened. A fireless cooker is a device employing heat-insulating materials to prevent the loss of heat from the food, and thus continue the cooking without the use of fire.

"For many years the Norwegians have been accustomed to wrap a dish of hot food, taken from the fire, in a blanket or to pack it in straw. In the early history of cooking, we are told that heated stones were dropt into water to heat it, or placed around food to cook it. The same principle is used to-day in the most scientific method of cooking. To-day, we heat stones and place them in heat-insulated chambers with the food that is to be cooked. We thus attain great efficiency of labor and fuel by conserving the heat.

"Most fireless cookers found on the market are lined with aluminum or zinc. The inside packing is asbestos, mineral wool, magnesia, or some other non-conducting material. Cooking utensils to fit the various compartments, racks for holding pies, and radiators form the equipment. The radiators are usually cast-iron or soapstone. The soapstone is porous and breaks more easily than the iron, and the iron rusts badly. Both, however, when placed in the cooker, will maintain a higher cooking temperature than is possible without them. If above 250 degrees, the lowest 'sizzing' temperature, the radiators cause excessive evaporation of water when foods are cooked in water. The covers of the cooker compartments sometimes have valves which permit the escape of steam. In addition to the advantage of the fireless cooker arising from its maintenance of an even cooking temperature without watching, and a cool kitchen in hot weather, it effects a great saving of fuel. The usual processes of cooking are extremely wasteful, because only a small part of the heat produced is utilized for cooking. By use of the fireless cooker, fuel need be consumed only a short time to heat the food and the radiators to the cooking temperature; the insulating material of the cooker prevents the escape of heat and maintains this temperature.

"Gas-ovens are now made with double walls containing an insulating material, such as asbestos, magnesia, or air. Food may be heated in this oven by the direct application of the gas flame. When the oven reaches the desired temperature, the gas may be entirely or nearly shut off. Because of the insulating wall, the food will cook as in the common fireless cooker with little or no further consumption of fuel."

Cookers of this type seem at present to be used more in the United States than abroad. This is shown by the brevity of the treatment accorded them in an English work, "Easier Housework," by N. Clifton Reynolds (Country Life, Limited, London). We read:

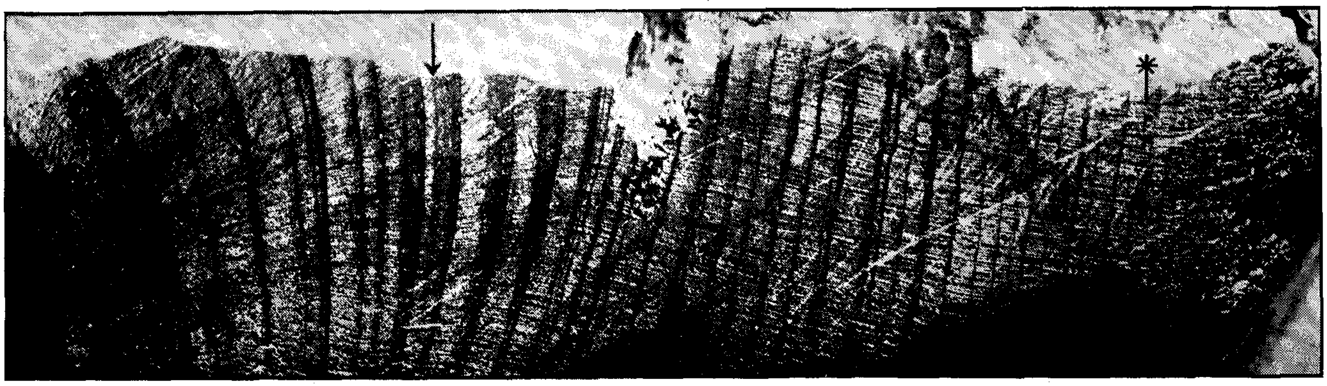
"Altho this [Fireless Cookery] is the usual method of describing hay-box cookery, it is rather misleading, as the food has to be cooked until boiling on the stove before the pan can be placed in the fuelless cooker for the completion of the process.

"It is important to remember that food cooked in this way will take about four times as long as if it were cooked entirely over a flame.

"For such cookery the casserole handleless pan is best. Small side handles are more conveniently fitted into the box than are long handles.

"A perfectly adequate hay-box may be made at home, all that is necessary being a good-sized box, some hay, and some material for lining in the hay and making the top cushion. If the apparatus is to be home-made, it is essential to secure a box with a lid that fits perfectly.

"There are, however, a number of excellent fuelless cookers on the market, and the saving in gas that is made possible by their use should certainly commend them to business people and families fond of the type of food most suitably cooked in them."



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"THE KEY TO THE SECRET OF THE SOUTHWEST"—FOUND IN A CHARRED BEAM

This fragment, photographed in reflected light, shows some of the pre-Columbian tree diary entries. The ring indicated by the arrow records rainfall conditions in 1247; the one designated by the star tells of conditions in 1275. "The closeness with which timbers of the same age corroborate each other's testimony about common experiences would delight a trial lawyer's heart."

TREE-RINGS DATE INDIAN RUINS

THE ABANDONED SETTLEMENTS of the old Southwest have at last been dated by fragments of beam and timber that have survived in the ruins.

Pueblo Bonito, apartment-house metropolis in New Mexico, had building programs in the years 919, 1017, 1033-92, 1102, and 1130. The Cliff Palace of the Mesa Verde ruins, in Colorado, was constructed with wood cut in the year 1073. The White House Pueblo bears the date 1275. Some forty other ruins have similarly been dated, according to *The Science News-Letter*, a Science Service publication (Washington). We read:

"The efforts of Dr. A. E. Douglass, astronomer of the University of Arizona, and archeologists cooperating with the national Geographic Society, have led to a collection of more than 5,000 cross-sections of living trees and timbers from the prehistoric Indian ruins, and by reading the annual climatic record set by the trees in their rings, Dr. Douglass has finally succeeded in carrying his wooden calendar back to the Golden Age of the Pueblos.

"'We have pushed back the horizons of history in the United States for nearly eight centuries before Columbus reached the shores of the New World,' Dr. Douglass stated, 'and we have established in our Southwest a chronology for that period more accurate than if human hands had written down the major events as they occurred.'

"Dr. Douglass pointed out that just as the Rosetta Stone provided the key to the written mysteries of ancient Egypt, so the collection of an unbroken series of tree-rings has made clear the chronology of the Southwest.

"'The researches have carried the calendar back to A. D. 700 in the Southwest, and they have provided the beginnings of a continuous weather chart for 1,200 years,' he continued.

"'Through this work we have learned of some outstanding events in America which were contemporaneous with the conquest of Spain by the Moors, and we know that certain Pueblo Indian settlements were enjoying their golden ages at the time when William the Conqueror faced Harold the Saxon at the Battle of Hastings.

"'The earliest beam we recovered from Pueblo Bonito was cut A. D. 919 from a tree that was 219 years old when cut. Pueblo Bonito had reached its golden age in 1067 and was still occupied in 1127.'

'Explaining the procedure by which the tree-ring calendar was worked out, Dr. Douglass said:

''The method is the outcome of a long attempt to read the diaries of trees. If every year were exactly the same, growth rings would tell the age of the tree and little more. But a tree is a living thing, and its food supply and adventures through life all enter into its diary. A flash of lightning, a forest fire, insect pests, or a falling neighbor may make strong impressions on its life and go into its diary.

"'In the arid regions of our Southwest, where trees are few and other vegetation scarce, the most important thing to man and trees is rainfall. This fact has helped vastly in our dating work, for certain sequences of years become easily recognized from tree to tree, county to county, even from State to State.'"

From sun-spots to tree-rings seems a long scientific jump. But it illustrates how one fact of science may have far-flung results in other fields. Dr. Douglass explains:

"'Originally my work was a study of sun-spots.

"'It is known that there is a periodicity in their occurrence; they are most numerous at intervals of eleven years. As an aid in that astronomical investigation, I studied trees, for solar changes affect our weather, and weather in turn affects the trees in Arizona's dry climate, as elsewhere.

"'The first confirmation of our general interpretation of a relationship between tree-rings and sun-spot periods came in a most dramatic way.

"'Evidence of the eleven-year sun-spot cycle had been easily found in Arizona pine-trees. The regularly recurring periods had been recorded for 500 years by tree-rings, except for the interval from 1650 to 1725. During those seventy-five years the tree-rings gave no evidence of periodical changes in the weather such as were to be expected.'

"Several years after Dr. Douglass encountered this puzzling fact, the late Dr. E. Walter Maunder, an eminent English astronomer, unaware of his findings, wrote to him that he had found that there were no naked-eye sun-spots between 1645 and 1715, and that if the tree-rings did not indicate some effect of this absence of sun-spots, the work was being conducted on an erroneous hypothesis.

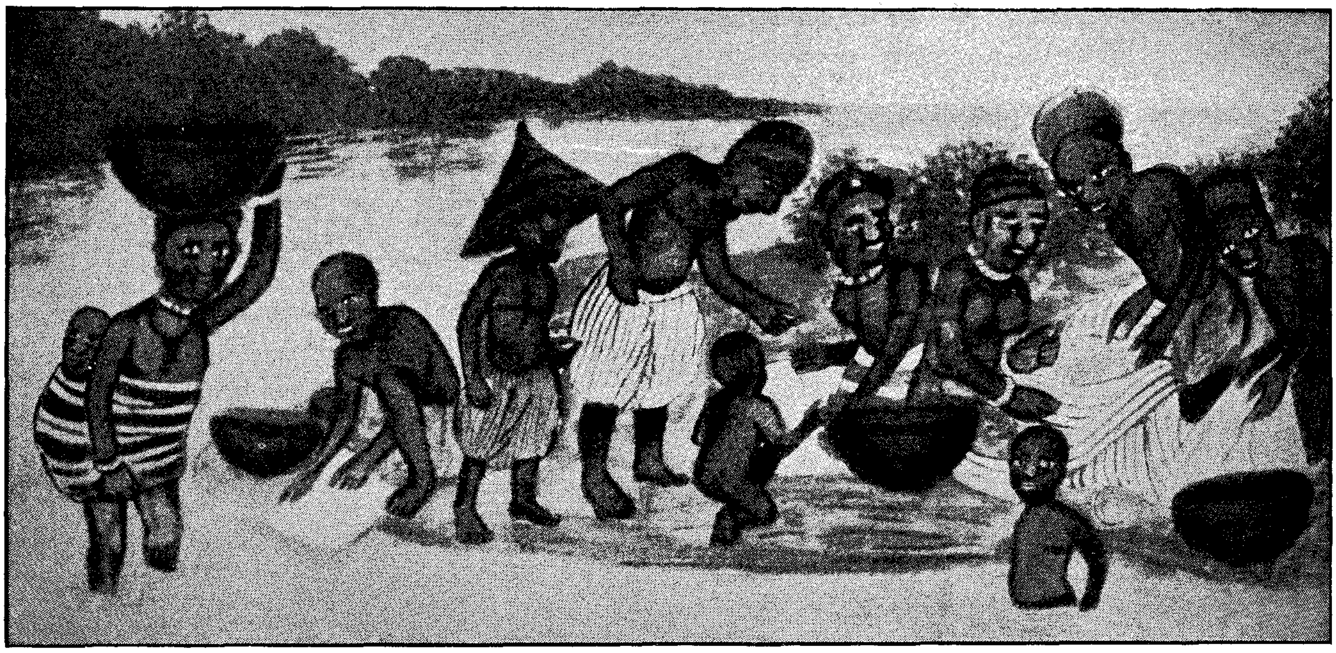
"The coincidence between the failure of Arizona trees to register any sun-spot effect upon the weather during those years, and establishment of the fact, by entirely independent study, that the customary sun-spot cycle did not occur during approximately the same period of years helped confirm the relationship between the growth of trees and solar changes."

SMELLING THE WEATHER—Dr. W. J. Humphreys, in his book on weather proverbs, explains why it is that some people with sensitive noses can "smell rain." Says Charles Fitzhugh Talman, in his Science Service feature, *Why the Weather?* (Washington):

"Decaying organic matter in ponds, ditches and swamps produces much foul gas, which accumulates in bubbles under the mud. An approaching storm is preceded and attended by a considerable decrease in atmospheric pressure. This, in turn, diminishes the pressure on the mud-imprisoned bubbles, which expand, break, and come to the surface in such numbers as to render the air in the vicinity perceptibly offensive. S. K. Pearson tells in a recent article how, while living in Jersey City, he was able by the use of his nose and ears to predict the weather without getting out of bed. He says: 'Northeast winds brought tobacco fumes from a tobacco factory, and rain or snow. Steamboat whistles from the Hudson denoted east winds and bad weather. Odors from a soap and perfume factory were wafted by a southeast wind, when fog would often follow. Whistles from a railroad were plainly heard when it was balmy south. Smells of low tide denoted southwest winds and mild weather. Smoke odors with westerly winds from the Jersey Meadows brought good weather. Pronounced whistles from two other railroads were indicative of a cold northerly wind.'"

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE



AN IDYL OF THE SUDAN

Painted by Kalifala Sidibé, a Sudanese, who claims inspiration from "some devil" for his art.

A RAFFAEL FROM SUDAN

SOME OF THE MODERNISTS might study with advantage the work of a Sudanese who has just become the sensation of Paris. This thirty-year-old Negro, when his work was exhibited* in the Bernheim Gallery, earned the title of "a black Raffael." Just why he is called Raffael, it is hard to tell, since the Italian stood at the culmination of the art of the Renaissance. This man seems to have sprung from the most unlikely environment, showing that the winds of art blow where they list. Primitive African art has long been of interest to collectors, and may be said to have exerted its influence on the art of to-day. Perhaps Mr. John Vandercook, who explores the psychology of the dark races, can supply us contemporaries of Sidibé, a brief account of whom appears in the Berliner *Illustrirte Zeitung*, which we quote:

"His name is Kalifala Sidibé and he comes from Konkon in the Sudan.

"As a child, he lived the same life as his companions and was married at an early age to a black girl who presented him with four children. At eighteen he began to paint. His efforts were met with so much disfavor on the part of his family and the chieftains of his tribe that he was forced to flee to Bambara on the Niger, where he built a hut and where from then on he devoted himself to painting.

"His 'studio' is as primitive as possible. He spreads a calico cloth over a rough piece of wood and paints thereon characteristic scenes of every-day life. They are for the most part his own experiences, hunting adventures, fishing, or play at arms, young mothers nursing their children, or housewives preparing the daily meal.

"On rare occasions he goes over to the fantastic and designs enormous animals, buffaloes, elephants, gigantic snakes, lions and, in their midst, the black people in their earthly paradise. Kalifala Sidibé paints for the sake of painting and places all of his compositions directly on his canvas. If one asks him who inspired him to paint or who taught him his art, he replies with a certain reticence: 'Some devil put the thought in my head.'"

HIGHBROWS IN THE CHORUS

THE CHORUS GOING HIGHBROW! What will it do to their legs? There will be no further point to the story: "Ethel has a book!" when a present for her is cogitated.

Somebody has taken a census of chorus-girl reading, and put Mr. Harry Hansen of the New York *World* into a flutter. "As a reviewer I ought to approve of chorus girls' reading the classics between numbers," he writes, "but as a devotee of musical comedy, I can't. We don't go to musical shows, after all, to see brain work." The following is what disturbs him:

"Dear Mr. Hansen—Perhaps literature and chorus girls are the most dissimilar words in the dictionary to your readers, as they appear to be to the public generally. Even some newspapers invariably refer to chorus girls with a faint suspicion of a sneer, as tho the old joke about not giving one of them a book for a gift because she already has one is still true.

"I am a chorus girl. I am also, strange as it may seem, a faithful reader of your reviews. Recently I made a private survey (by peeking into dressing-rooms) of the books being read by the ensemble of our show, 'A Wonderful Night.' The dressing-rooms at the Majestic Theater are on five floors of the building, but I bravely marched upward and snooped about.

"I estimate roughly that I looked into the dressing-rooms of sixty girls. I list accurately the books I found in them: Joseph Conrad (3), Edith Wharton (2), Theodore Dreiser, Will Durant (2), Plato, Shakespeare (2), Shaw, Chic Sale, Byron, Vina Delmar, cheap magazines (4), unmentionable, suppress books (2).

"This, I think, is a pretty good lot of reading for sixty college girls, let alone threescore dancers and singers. Our show is representative of all the New York musical comedies. Isn't it about time the public opinion of the chorus girl's literary status was revised? ANNE LOUISE SEAGRAM."

At first a bit skeptical because the "peeker" did not say she saw the chorus girls reading the books, the Boston *Transcript* accepts the new status:

"The theory that here is an activity of the press agent hardly stands the test of the practical. The purpose of the press agent is to get into print matter that will fill the house. Musical shows, we are told, are devised to appeal to the tired business man. Now what tired business man would hasten to the theater in the hope of identifying the chorus lady who was especially devoted to Will Durant's writings on philosophy, or to wonder whether the diminutive blonde, fifth from the left in the front row, preferred Plato to Shakespeare? It would seem that the chorus girl's literary status did not afford material that could well be commercialized. . . .

"The literary chorus lady is entitled to a sense of superiority because she is able, in more senses than one, to look down on many a tired business man who knows much more about golf than he does about philosophy. As to the college girls, perhaps even in their ranks are some who should look up to the chorus for guidance in reading."

A SINGABLE NATIONAL ANTHEM

SHALL WE MAKE CONGRESS ADOPT the "Star-Spangled Banner" as the official national anthem?

Well, common habit seems to have done as much in that direction; but what "The Nomad" of the Boston *Transcript* thinks a greater need is to make it singable:

"No Congressional committee, aided by talented sopranos or advised by musicians, can do away with the fact that the 'land of the free' passage in the 'Star-Spangled Banner' is too high for the average—even the good—American voice.

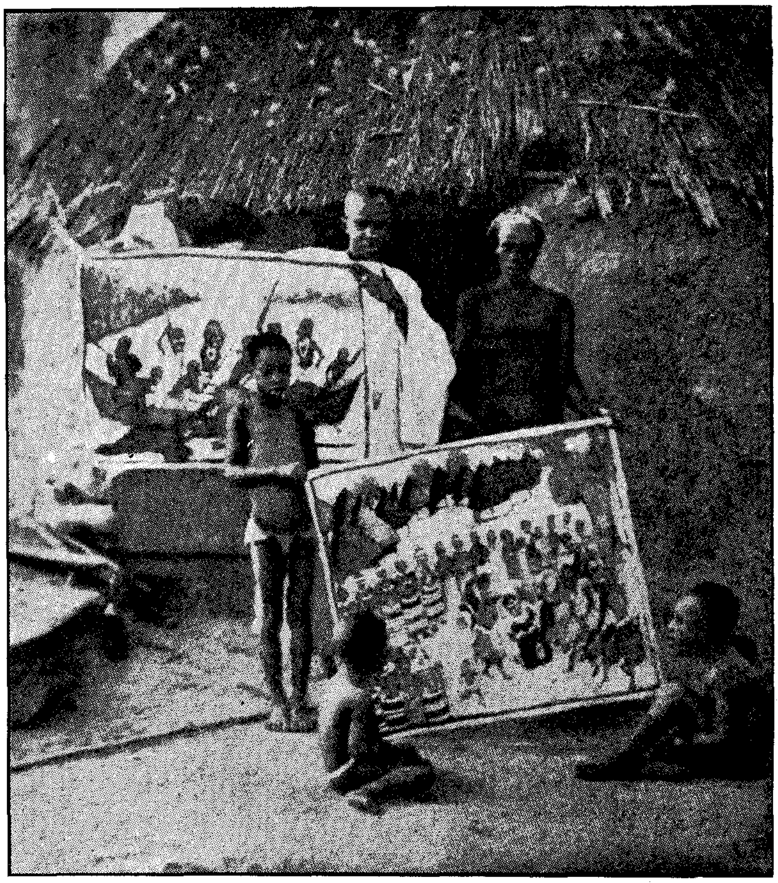
"And no amount of testimony can dispose of the fact that very few American citizens can or do sing that song all the way through. Did you ever hear a battalion of troops on the march sing it, as the Germans sing 'Die Wacht am Rhein' or 'Das Deutschen Vaterland'? Or as French soldiers sing the 'Marseillaise'? What is to hinder such a transposition or alteration of the highest passages of 'The Star-Spangled Banner' as to bring them within the compass of the American voice?

"The Nomad observes that one of the witnesses at the Congressional hearing, Mr. Frank B. Steele of Buffalo, said that some people oppose 'The Star-Spangled Banner' because, he said, 'the tune is suspiciously like an old English drinking song.' Is this form of statement intended to carry the implication that the tune of 'The Star-Spangled Banner' is not the same as that of 'To Anacreon in Heaven'? This song was composed by John Stafford Smith, in the eighteenth century, to words of an unqualified drinking song by Ralph Tomlinson. Grove's 'Dictionary of Music,' the accepted authority on all such matters, says, in an article written by W. Story Smith, that 'To Anacreon in Heaven' 'was a song so widely familiar that the peculiar form and meter unquestionably served as model for Key's poem. It is undetermined whether he himself consciously fitted it to that melody, or whether, as some hold, it was Judge Joseph Hopper Nicholson who was responsible for the actual wedding of the words and music that now live, with some slight modifications and variations, as 'The Star-Spangled Banner.' If the tune has already undergone some slight modifications, why should it not again be modified? It is really a very good tune—splendid for a band."

Subsequent to the date of the Nomad's comment Prof. Willis Fletcher Johnson writes in *The Transcript* the reproachful news that in earlier years it was sung in a key higher than it is to-day. To explain one allusion in the following, it is pointed out by Professor Johnson that the song "To Anacreon in Heaven" was too ribald for Colonial Boston's taste, so the words were forgotten and the air was taken over by Masonic lodges for their own use. It later passed into use for Robert Treat Paine's "Adams and Liberty," inspired by Pinckney's reply to Talleyrand, "Millions for defense, but not one cent for tribute." When "The Star-Spangled Banner" was first sung in Baltimore it was announced as to be sung to the air not of "To Anacreon in Heaven," but of "Adams and Liberty." We read:

"We now have it usually in B-flat, with F as the highest note, a pitch reached in many of our commonest hymn tunes. But when first printed by John Cole in Baltimore in 1814 it was in the key of C-natural, and therefore went as high as G; in which key Durang presumably sang it. And at the outset, for 'To Anacreon in Heaven,' it was written in D-natural, and thus soared aloft to A!

"By curious coincidence, another of our best-known patriotic songs was written almost simultaneously with 'Adams and Liberty,' and was set to music that had been composed years before. In 1789, when Washington was first inaugurated as President, in New York, the orchestra leader at the John Street Theater in that city, Pheil by name, and a German by birth, composed in his honor what he called 'The President's March,' and played it when Washington attended that theater; and the piece became very popular, tho entirely for instrumental use. But in that same eventful summer of 1789 a young man, a member of the theater company, was to have a benefit concert given to him, at which of course he himself was to sing. He asked Joseph Hopkinson to help him, by writing an original song for the occasion, whereupon in the course of the very afternoon preceding the concert Hopkinson wrote the words of 'Hail Columbia!' to go in the music of 'The President's March.'"



THE FAMILY TAKES TO ART

Kalifala and his young family enjoy an art exhibition.

THE COVER—Those who preserve our covers will place this portrait of Washington by the side of that of Martha Washington, which adorned the issue of February 23, 1929. Gilbert Stuart painted both in the spring of 1796 at Philadelphia. These originals, however, remained in the possession of the artist and were incomplete, as they still show, when he died, in 1828. Washington accepted copies. Stuart's widow sold these studies to the Washington Association, by which they were presented to the Boston Athenæum, in 1831. They now hang in the Boston Museum of Fine Arts.

OPERETTA ON THE SOUND FILM

VIBRANT PERSONALITY, VOICE, PHYSIQUE—this is Lawrence Tibbett of the Metropolitan—perhaps the first of the singers there to be credited with "It."

Now that he displays all these qualities on the screen, Hollywood declares that the opera and not the stage should be the feeder of the films.

Why is this? "In grand opera artists do their acting to the rhythm of the music, and rhythmic acting is the essence of screen art."

Coming from *The Film Spectator* (Hollywood), this sounds authoritative; and with "The Rogue Song," starring Mr. Tibbett, there is support for the claim that "the peak of artistic achievement that the sound screen has reached thus far" is attained in that production. So we get a hint of the antagonism of the screen and stage when the writer says: "If the screen must borrow players from a sister art, it should turn to grand opera." The program tells you that "The Rogue Song" is based on the operetta "Gypsy Love," by Franz Lehar, but a list of names follow showing the American hand in text, music, and lyrics. Viewed by the Hollywood critic, little is amiss:

YEGOR ASKS FOR A HAT

The Rogue covets the hat of *Princess Vera* for his sister; after it is refused he gets the pearls of *Countess Tatiana* for himself.

> "Tibbett acts before the camera with the ease, the grace, and the conviction that is characteristic of the finest artists the silent screen has developed.
>
> "He has a vibrant personality, a rich and clear talking voice, and a physique that admirably fits him to make a commanding bandit chief. He will achieve a triumph in 'The Rogue Song' greater than that that stands to the credit of any other artist who yet has appeared in a musical picture. The whole production lends a new dignity to the sound screen, and strengthens its claim to recognition as one of the great arts. It dwarfs everything of a similar nature that has preceded it, and is the outstanding epoch to date in the history of the sound device. As great as has been Metro-Goldwyn-Mayer's record in the past, 'The Rogue Song' gives it a new importance. Both artistically and commercially it will be a sensational triumph. Having such a glorious voice as Tibbett's at its disposal, Metro was wise enough to use no other in the production.
>
> "Except for one unimportant ballad that might have come from Tin Pan Alley, both the music and the lyrics of Tibbett's numbers are of a high quality, and the orchestral interpolations are equally meritorious both in composition and execution. Altho the production is not definite as to locale or period, we get the impression that the story has to do with bandits who roamed the mountains of Russia before the revolution. Full advantage was taken of the opportunities the story presents for picturesque costuming, impressive sets, populous ensembles, and majestic mountain scenery.
>
> "When the picture is viewed by those critics who would rather damn than praise, they probably will raise the point that some of the mountain scenery has an artificial appearance. Such critics overlook the fact that the screen is an art of illusion, and that screen scenery that presents a perfect illusion is in harmony with screen art. Metro has given 'The Rogue Song' a truly magnificent setting, and Tibbett's singing spreads over it an enchanted atmosphere that dims the outlines of anything that might otherwise be incongruous. No one can deny the overwhelming beauty of some of the shots, but as the picture progressed I found myself wishing that it had been done in black and white instead of in color. Before a technicolor production can be altogether artistic there has to be better definition in the long shots and medium shots; and before color photography can become as artistic as the finest examples we have had in black and white, no natural color film can rate as real pictorial art."

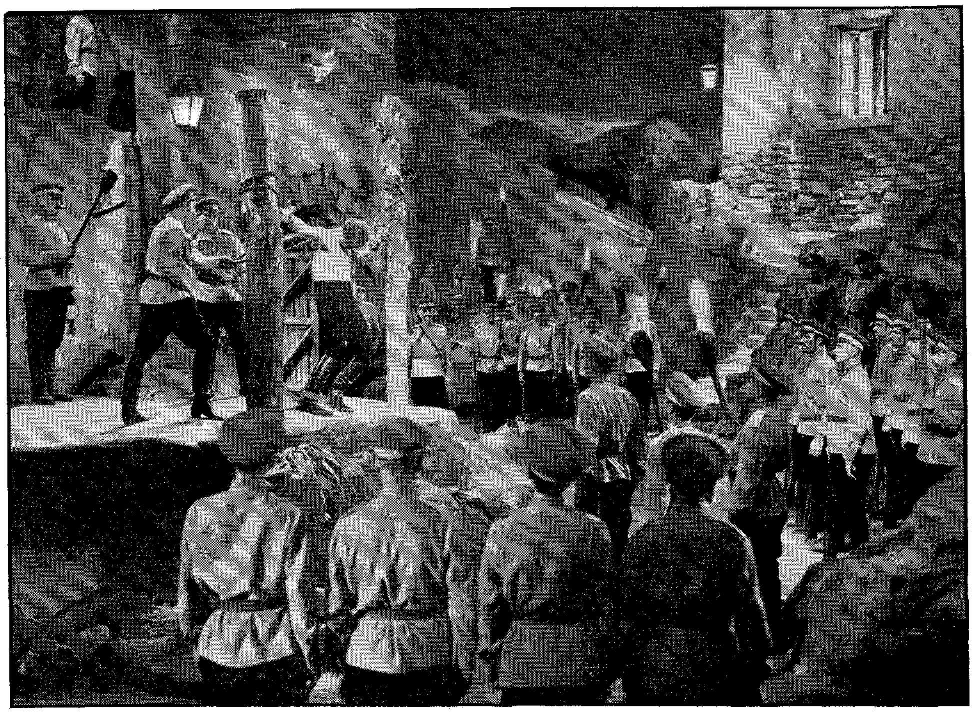
The story has to do with a roving band of gipsies, of whom *Yegor* (Lawrence Tibbett) is the leader. He receives a pearl necklace from *Countess Tatiana*, whose aristocratic circle he has penetrated, but instead of yielding to her wiles, he falls in love with young *Princess Vera* (Catherine Dale Owen). When he finds that his sister has been ruined by *Prince Serge* (Ullrich Haupt), his love turns to revenge, and after killing the *Prince*, he abducts the *Princess*, and carries her away through the desert toward an inaccessible fastness in the mountains. On the way he is beguiled by his fair captive to take a shorter route through mountains where lies her summer home, and there he is in turn made a prisoner and subjected to the knout. Love between the pair conquers, however, and the ending is prospectively happy, for he is released to rejoin his roving band, with a promise to the *Princess* of "some time" . . .

Comparing the effect on Hollywood with that on New York, we take Quinn Martin of the New York *World* as witness:

> "On the opening night it seemed to me, because of the general excellence of the performance by Lawrence Tibbett, the opera star, and also because of the direction by Lionel Barrymore, the orchestration and the scenic design, that one or two productional shortcomings were, in the circumstances, to be deplored. The volume of sound and voice was amplified out of all proportion to the proximity of screen and audience, and the color effects—the picture is tinted throughout—seemed to me to be open to mild criticism.
>
> "A return visit to the theater on the second night of its engagement—the first return visit to any film which I have made since 'The Cock-Eyed World'—revealed the disappointing fact that both the sound-track scrapings and the vocal exaggeration remained undiminished. As for my notion concerning the colorings, I was wrong. The tints are applied with delicacy and precision and with an arresting effect of naturalness. It may be on the second trip to the Astor, at which time my seat was somewhat farther from the screen than on the first, that the hues seemed more expertly blended, but even this I doubt. The first impression must have been merely cock-eyed.
>
> "So that there remains only the matter of reproductional volume on which to hang complaint. It is true enough that at one or two of the story's high points the introduction of fresh pictorial passages is effected with clumsiness, but this may be remedied with a general tightening of joints.
>
> "Having noted these flaws—which, it must be understood, protrude themselves into prominence because of the otherwise extreme beauty of the production—it remains only to be reported that of all professional entertainment which is offered in the theaters of New York at this time, 'The Rogue Song' commands immediate attention. Here is an operetta sung in its leading rôle by one of the Metropolitan's gifted members, directed by a

Barrymore, composed for the most part by Franz Lehar. Mr. Tibbett acts his scenes with vigor. He sings his songs with a profound appreciation for the depth of feeling and the romance which they represent. We may presume, I trust, that the personal magnetism of the man—which is inescapable—will not be looked upon as a mere movie appurtenance, and thus opposed to all that which contributes to the esthetic dignity of his character. It would be so much easier and more directly to the point to say, simply, that he has what the girls call IT.

"The production of 'The Rogue Song' demonstrates the feasibility of transferring operetta, or even opera itself, in its natural form to the sound screen. Of course Mr. Tibbett's vocal numbers constitute a large share of the production's merit, and these, as Mr. Barrymore has made manifest, it has been found possible to weave into the running narrative without awkwardness with credibility, and with purpose. There is no abrupt pulling up of plot or action, in order to make way for a song number. The song number becomes an integral strand in the weave of the pattern. Rhythm is maintained by the interpolation of vocal music which carries on the intent of the romance."



YEGOR UNDER THE KNOUT

Taken captive by *Princess Vera*'s father, his suffering wins him the *Princess*'s love.

"FASCIST ART" IS JUST MARINETTI

MARINETTI, the Italian art propagandist, has come into his own.

They used to throw vegetables at him when he spoke from the stage.

But he has since fought in the trenches with Mussolini, and now is a member of the new Italian Academy, and the spokesman for Fascist art. Just before London came to glory in Italian art of the Renaissance, Paris was treated to an exhibition of the ultra-modern Italians. They were arranged in groups called "Pittura Metafisica," "Valori Plastici," and "Novecento."

They were "worse than the worst of the Montparnos," says the French critic, Camile Mauclair, in *La Depêche* (Toulouse), referring to the most modernist French school. "Poor Italy, what has happened?" sighed the visitors. Writes Mr. Mauclair:

"Of course this exhibition was sponsored by French admirers, and in Italy much fuss was made about the 'genial renaissance.' Nevertheless the fiasco is complete. What has happened?

"Some time ago, I witnessed the début of futurism sponsored in letters and art by Marinetti, who wished to raze Venice and build barns in its place, to burn the museums and to destroy all the tradition and all society.

"It was funny and seemed harmless.

"However, this futurism was naught else but a sort of intellectual bolshevism. On the other hand, the World War revived patriotism, nationalism, and Roman pride. Futurism died out with all of its personnel of Socialists and internationalists. One no longer spoke of Marinetti and the paintings of his partizans. But Fascism supervened. It happened that Marinetti fought quite bravely, that he was wounded side by side with Mussolini in the same trench, and that he was nursed in the same ambulance.

"But a short time ago the Duce created the Italian Academy with much éclat. He bombarded Marinetti; the old futurist, destroyer of the past and the present, now wears an elegant gown, and figures as a great personage. All of this has not caused him to renounce his views, altho he has changed their motifs. He has gone through a process of evolution similar to that of the Duce. He has rallied those who remain of his former band of futurists, and has made himself a condottieri of 'Fascist art,' and lends it a sort of official stamp. All of this distresses the numerous Italian artists who are still wise, sincere, and serious. They are not very free in Italy at this moment."

Mr. Mauclair was present two years ago at the International Exposition in Venice. "Venice was proud of having created this rendezvous of celebrated art where the jury permitted entry only to works of proven value." But, he continues:

"This brought a slight cloud to Milan and to Rome, where the remnants of futurism were fermenting, warmed up with a Fascist sauce.

"It was suddenly brought about that the jury was supprest and the whole transformed into a State exhibition. From that time on, the 'Pittura Metafisica,' the 'Valori Plastici,' and the 'Novecento' reigned supreme. At the subsequent exhibition, all of the sensible artists were evicted. There was to be nothing other than Fascist art. This conquest of Venice made Milan the organization center of the 'Novecento.' The 'Novecento' has purged the former futurism of all germs of anarchy, but it has preserved its violence, taking for itself the Fascist motto: 'Those who are not with us, are against us.' And that is why many respected artists abstained from exhibiting their work.

"One embarrasses the directors and the professors among the Novecentists in asking them what they can teach since they declare that all instruction is detrimental to instinct. It is true that many of our best-known 'artists' open academies along the same principle. To what can a modern *ecole des beaux-arts* be compared? There are many remunerative positions to be filled. There are a million lire to be distributed among the propagators of the Fascist art by the State. That is worth while. As for those who can not produce in the same manner as those artists who have come to astonish the Parisians, they may starve of hunger.

"Imagine the possibility of one of us, who did not admire cubism, being declared an enemy of Mr. Doumergue and of the administration over which he presides?

"Of course, there have been some protests, notably that of Belluzzo, the Minister of Public Instruction, who dared to say in the Senate that this art had nothing Italian about it; that it was nothing but poor imported merchandise. He spoke of the 'denial of the Italian past,' 'of lucre, of pretentious ignorance on the part of those who neither knew how to write nor to paint.' What consequences can such a speech have, no matter how courageous it may be? We may be quite certain that this 'art' and its manipulations are unpopular, that the carnival displeases and is repugnant to the Italian public. We may also say that the Duce had not been informed of all of this, and that great pains are taken to hide the real situation from him."

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned

A DRAB theme, but one that often has to be wrestled with. From *The Fortnightly Review* (London):

BALLADE OF PAIN

By Olive Chandler

Why are we caught and pent
Deep in your damned, dark cell?
Cruelly you torment:
Hark to the prison bell!
Worn to a living shell,
Why are we slowly slain?
Death is your sentinel,
Pain of the World, O Pain.

Violent, virulent
Hate without parallel,
Why are the innocent
Anguishing, who can tell?
Adam it was who fell:
Why should we clank his chain?
Slaves whom you curse and quell,
Pain of the World, O Pain.

Brutalised, bitter, spent
Under your evil spell,
Beauty is transient,
Racked in your citadel,
Heroes alone excel.
Roses from wrung hearts rain
Lilies and asphodel,
Pain of the World, O Pain.

L'Envoi

Roses from racks—ah, well!
Cruelty's crimson stain.
You are a fiend from Hell,
Pain of the World, O Pain.

Book reviewing, to relieve its tedium, sometimes takes to rime, as one reviewer in the London *Daily Herald* here:

A GAY ROMANCE

By Francis Brown

Piping George, by Jan Gordon. (Hutchinson, 7s. 6d.)

A vagabond scamp of a fowl-finding tramp,
Who composes fine music and flutes it,
One able to think with a liking for drink,
And he seldom with water dilutes it;
With love rather free, as but little cares he
Wheresoever he happens to win it,
Deserter of wife, and a taker of life,
That is George, yes, but listen a minute.

He chances to come on a waif from a slum,
Undeniably needing protection,
And trains her to play on a flute in his way,
With a fatherly kind of affection.
Thus carrying on till the Reverend John
In his holiday happens to find them,
And tramping is done, for the parson is one,
Who makes sinners put Satan behind them.

George finds to his joy that his wife has a boy,
And resumes his respectable station.
His waif, too, makes good on the halls, or she would
Were it not for her slummy relation.
For Auntie butts in with her blackmail and gin,
And poor Nellie must stand and deliver.
So nothing George feels when he ups with her heels,
And she ends in a splash in the river.

I'm leaving unsaid why wee Nellie gets wed,
And why George has returned to his tramping,
And doubtless will die in a ditch by and by,
Or wherever he's cheerfully camping.
But this let me say, for philosophy gay,
Meet this chap beyond Rectitude's cordon,
As his is a tale that's a regular whale
As presented by Mr. Jan Gordon.

The Jewish Tribune (New York) gives us a blast against war:

WAR AGAINST WAR

By Alter Abelson

I war against all war and wrath,
The heinous hydras hatched by strife—
O, man, we have enough of death;
We cannot have enough of life.

The wise I ask: "Why lose your head?
O, you yourself your wisdom use"
To fools I say; "No war you dread,
Because you have no heads to lose."

And you, heroic hearts who are
In love with heavenliest dreams from birth,
Our angels, and our guiding star,
O help us win, not lose the earth.

There are tragedies of childhood bad enough without the witless comment of elders. In the February *Scribner's* the point is strest:

WHEN HE CAME IN

By Katharine Day Little

When he came in, that night, his face spelled peace;
Not happy, but with hints of happiness
That played across the deeper tragedy;
For they, the father, mother of his friend—
That other boy, who yesterday raced by
So casual and so laughing-eyed—"Why they,
They want me to come out on Sunday, just
The same"—he faltered, but his voice went proud
Again—"They'd like to have me come, the same
As if"—We knew how much it meant, we knew,
I thought we all must know, when hushed we sat,
A moment speechless—fingers marked a place
In evening books, a needle stabbed the air
Instead of cloth. And then there came a voice
Alas, quite kind, and cruel as a knife:
One voice that should have known, that should have known—
"I don't believe they want you. I should think
They couldn't, now"—indifferently fell
The words that put the sober light right out
In young, brown eyes, so proud to be of help,
That wounded in the quivering boy's soul
Something that had assuaged the earlier wound
Made by his playmate's going. Stiffly, he stood
A moment motionless. A murmur hung
Behind him, as the heavy steps trudged up
Dark stairs—"They said they'd like to have me come."

The rivers of the Mid-West are too treacherous to inspire exalted verse. The Kansas City *Star* gives one in realistic vein:

THE MISSOURI

By Lee Andrew Weber

A dirty beggar lying in the sun,
With work to do that's somehow never done.
You claw with skinny hands at our front-door,
And gulp and swallow, ever wanting more.

The thievish wind is picking at your tatters;
He specks your mud-brown coat with dirty spatters,
Your muscles do not bulge, and yet I feel
Beneath your rags must be the strength of steel.

It's mild and plain enough—the way you came,
Playing along, but in a wily game,
And when I see your back humped round the bend,
I wonder if you're enemy or friend.

A snarl of faggots, dregs, and dross—your load;
And yet you carry Life off down your road.
From you the more fastidious will shrink,
But ever from your cup our life we drink.

This is a call to the open country, in *The Rocky Mountain News* (Denver). Impatiently we look forward:

THE ROMANCE OF ROADS

By Morris M. Cleavenger

When fog's in the air and the smoke lies heavy
Over the city, then hark to the road,
If it leads o'er a hill top or down thru a valley,
If it pass thru a town, or by no man's abode.

For a road is romance, and roads can whisper
Stories of freedom, of bright blue skies,
Of mountain sides blue in the mist of the morning,
And valleys that wait the event of your eyes.

A pavement is stoggy and traffic is deadly,
Smooth-surfaced concrete was laid for the dull;
But the red road that plunges thru great granite chasms
Was made for adventure, for hearts that are full.

. . . . . .

And life's never empty for those who go yearning
Out of the city and into the dawn;
If roads would go eastward or westward or northward,
Or southward—No matter! Romance leads them on.

A model for sonnet writers in the New York *Evening Post:*

TO A SONNET

By John Jerome Rooney

I love thee, Sonnet, for thy pretty ways,
Thy grace, thy sweet, restrained courtesy:
I love thee for a charm I cannot see
With perfect sight, save with my rapt soul's gaze.
About thee, in the octave, curls a haze
Of dim suggestion of the joys to be
When, in the sestet, soul-released and free,
Thou shinest forth in thy full noon-tide blaze.

But, ah, with all the lurings of thy loveliness—
Most lovely when obeying Beauty's laws,
And only then her sure interpreter—
I love thee (in my heart I must confess)—
I love thee, Sonnet, prize thee best, because
Thou singest truly to the heart of Her!

This goes further than just the memory of the one inspiring it, who may well have been all the tribute suggests. It is in *The Irish Statesman:*

REQUIEM

For Arthur Darley

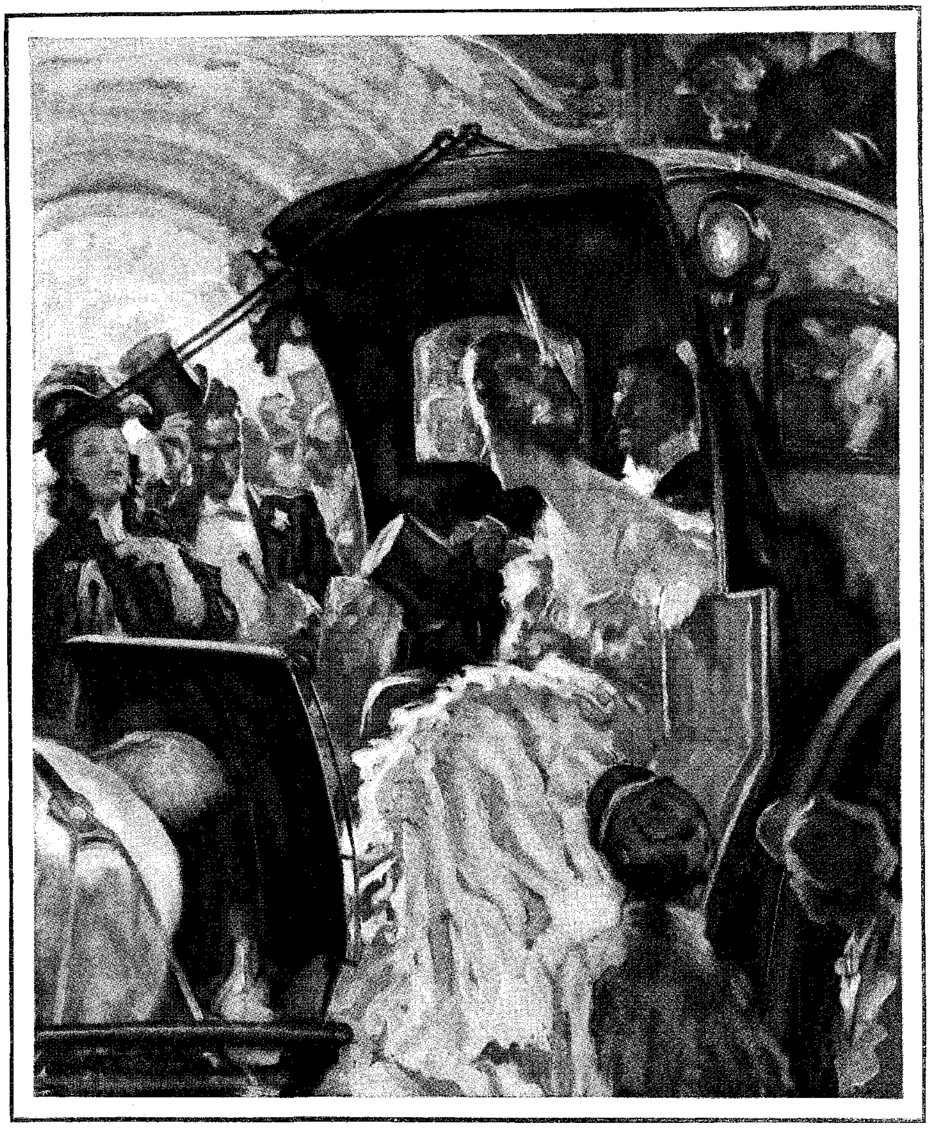
By Katharine Tynan

He has taken his lovely music with him
This night when stars and angels sing.
What tender cadence, perfect rhythm,
Betwixt the bow and the taut string!
Dark Rose, there is one in that high bliss
Runs to his little daughter's kiss.

This is no pupil striving, learning
Some strange and difficult instrument,
O, hear his violin soaring, yearning,
Full of high passion, rich content.
His eyes towards God turn in surprize,
To meet his little daughter's eyes.

Dark Rose, they are in the stainless weather,
Full in the Sun of Halidom.
They keep the Feast of Love together,
Yet something's lacking till you come.
Droop not, nor all your petals close,
Like to a rose unwatered, Rose!

He is God's violinist for ever.
Droop not, Dark Rose, so sad, so pale,
Lest in the height of his endeavor
The wings of music flutter and fail.
Some discord come because your sighs
Reach him through the high ecstasies.



Luxurious Transportation

In the "gay" nineties of the last century a privately owned Hansom Cab was a mark of social distinction—the last word in vehicular elegance, both here and abroad

* * *

PACKARD builds three complete lines of luxurious straight-eights—at three distinct ranges of price.

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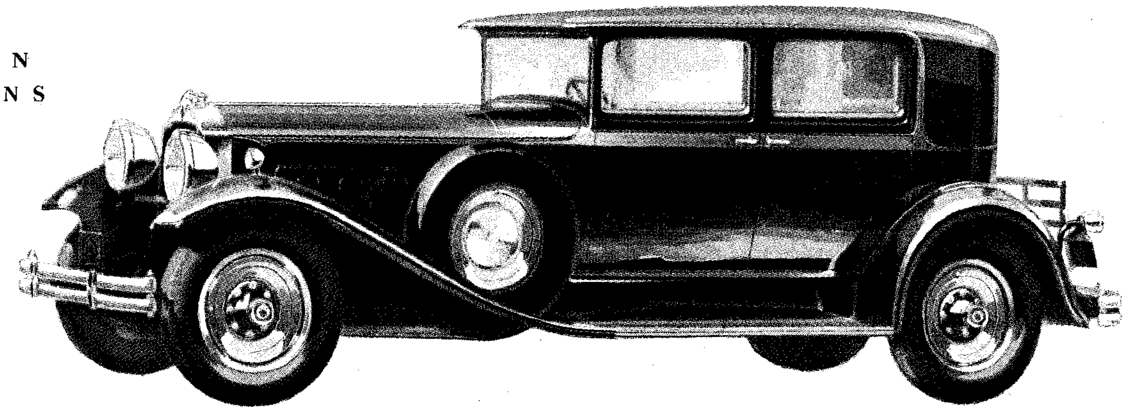
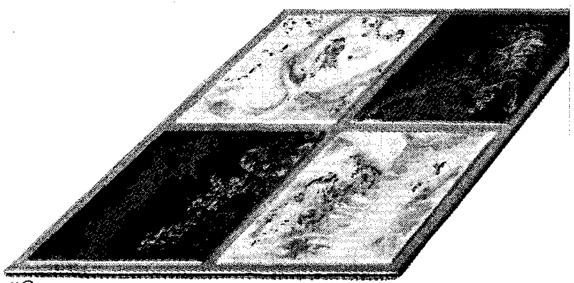
PACKARD

ASK
THE MAN
WHO OWNS
ONE



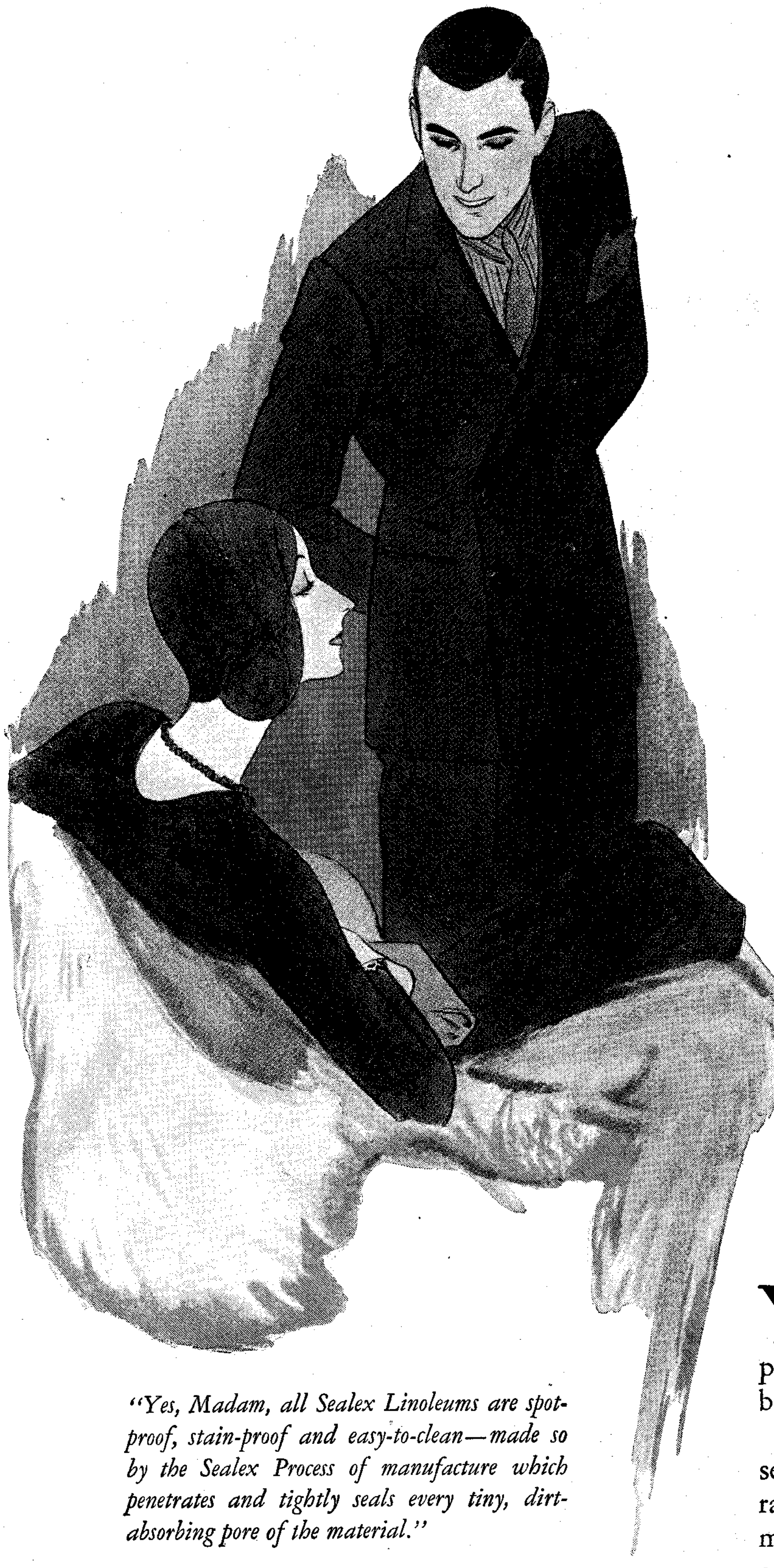
For your approval

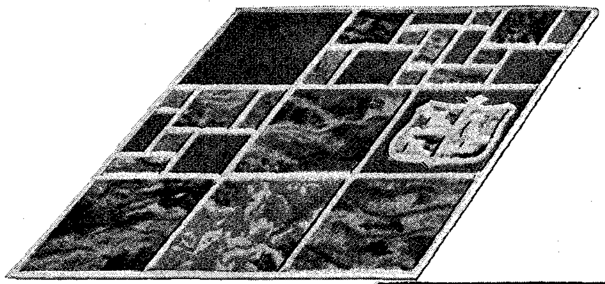
NEW



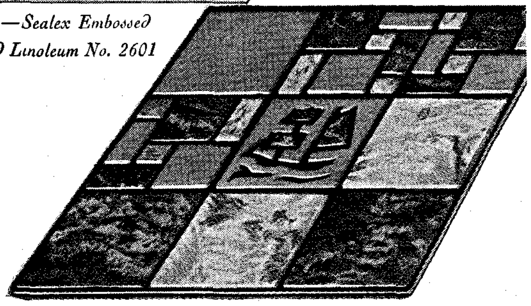
"CAMPANA"—*Sealex Embossed Straight-line Inlaid Linoleum No. 2621*

that are





"CASTILIAN"—*Sealex Embossed Straight-line Inlaid Linoleum No. 2601*



"ZUYDER ZEE"—*Sealex Embossed Straight-line Inlaid Linoleum No. 2600*

"Yes, Madam, all Sealex Linoleums are spot-proof, stain-proof and easy-to-clean—made so by the Sealex Process of manufacture which penetrates and tightly seals every tiny, dirt-absorbing pore of the material."

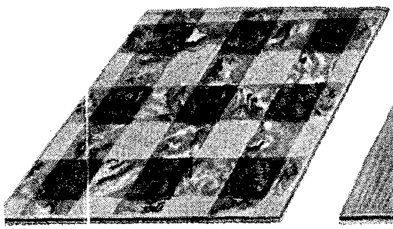
All *Sealex Linoleums* can be readily identified by this shield which is pasted every few yards right on the face of the material.

SEALEX LINOLEUM

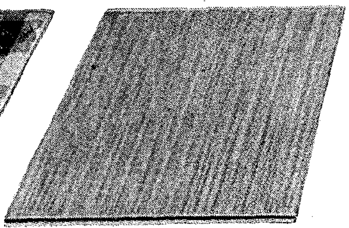
YOU are invited to one of the smartest "coming-out parties" of the season. The fascinating new SEALEX patterns are now making their colorful début—at the best stores throughout the country.

SEALEX LINOLEUMS are the floors that made such a sensation during the past year. Prominent interior decorators recommended them. Editors of home-decoration magazines praised them. Women with an eye for style and color were quick to choose them.

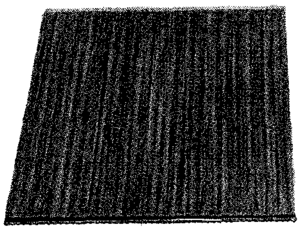
And now just when the vogue for colorful floorings is at its height . . . is gaining new adherents every day . . . come these delightful new additions to the SEALEX line—the smartest thing that anyone ever walked on.



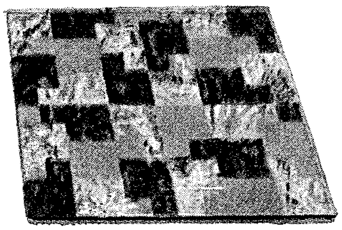
"EXETER"—Sealex Linoleum No. 6055



"ROSEGLOW"—Sealex Jaspé Linoleum No. 1258

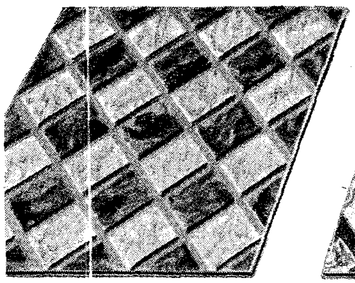


"APPLEGREEN"—Sealex Jaspé Linoleum No. 1259

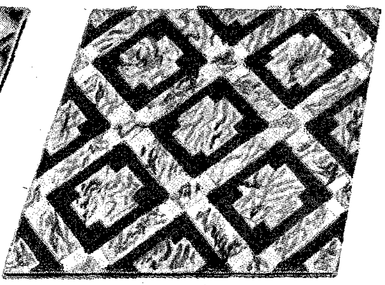


"ALGIERS"—Sealex Linoleum No. 6233

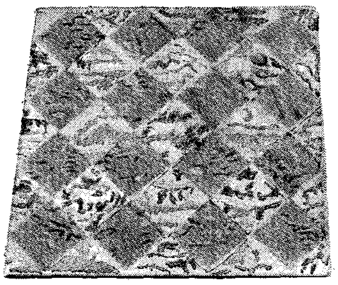
EALEX LINOLEUMS



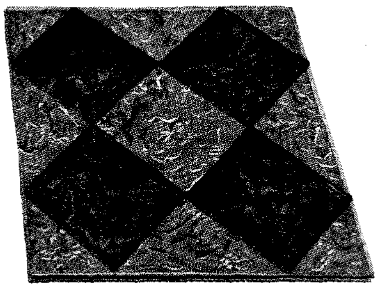
LIAN"—Sealex Embossed ine Inlaid Linoleum No. 3513



"PATIO"—Sealex Linoleum No. 7281

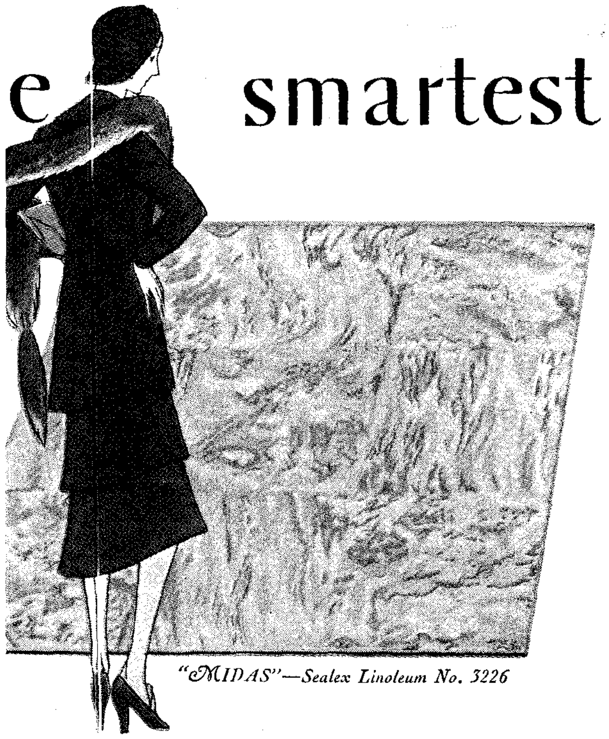


"ELYSEE"—Sealex Linoleum No. 7263



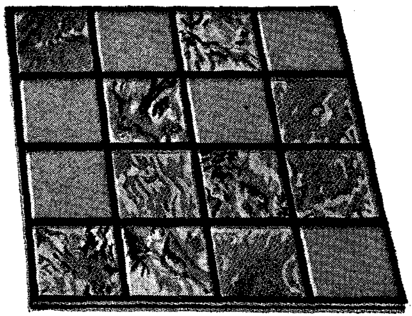
"BERMUDA"—Sealex Linoleum No. 3038

e smartest thing in floorings!

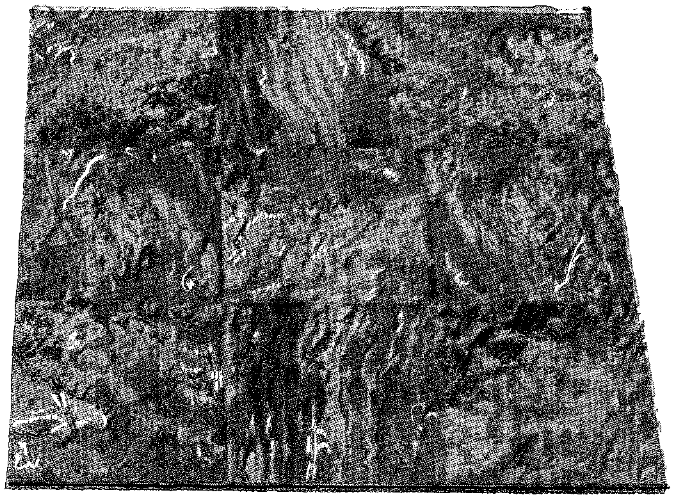


"MIDAS"—Sealex Linoleum No. 3226

"MONTEZUMA"—Sealex Linoleum No. 3223



"MALTA"—Sealex Embossed Straight-line Inlaid Linoleum No. 3515



"CARIBBEAN"—Sealex Linoleum No. 3224

You'll be delighted at the realism of the new Karnean .rbled Inlaid designs—amazed at the rare color effects l delicate veinings that rival the beauty of marble :lf. These are floorings with an air of luxury and dis- ction that are "at home" in any surroundings.

Another surprise! The new designs in *heavy-weight* LEX *Embossed Straight-line* LINOLEUM. The tiles are ually raised above the "mortar lines"—just as they are hand-laid, age-old floors.

There is a store near you where you can inspect these ely, modern floorings at your leisure—where you can the many subtle details which do not show up in se miniature reproductions. Just ask to see the new igns in SEALEX LINOLEUMS.

GOLEUM-NAIRN INC. *Gen'l Office:* KEARNY, N. J. New York
delphia Chicago San Francisco Pittsburgh Boston
eapolis Kansas City Dallas New Orleans Detroit Atlanta

"WOMEN'S RADIO INSTITUTE"

Look for it in the radio column of your newspaper. A half-hour morning program of delightful entertainment and practical help—broadcast from 40 popular local stations each week. Ask *your local dealer*—or write us—for a copy of the Institute folder with broadcast time-table. (*Not given on Pacific Coast.*)

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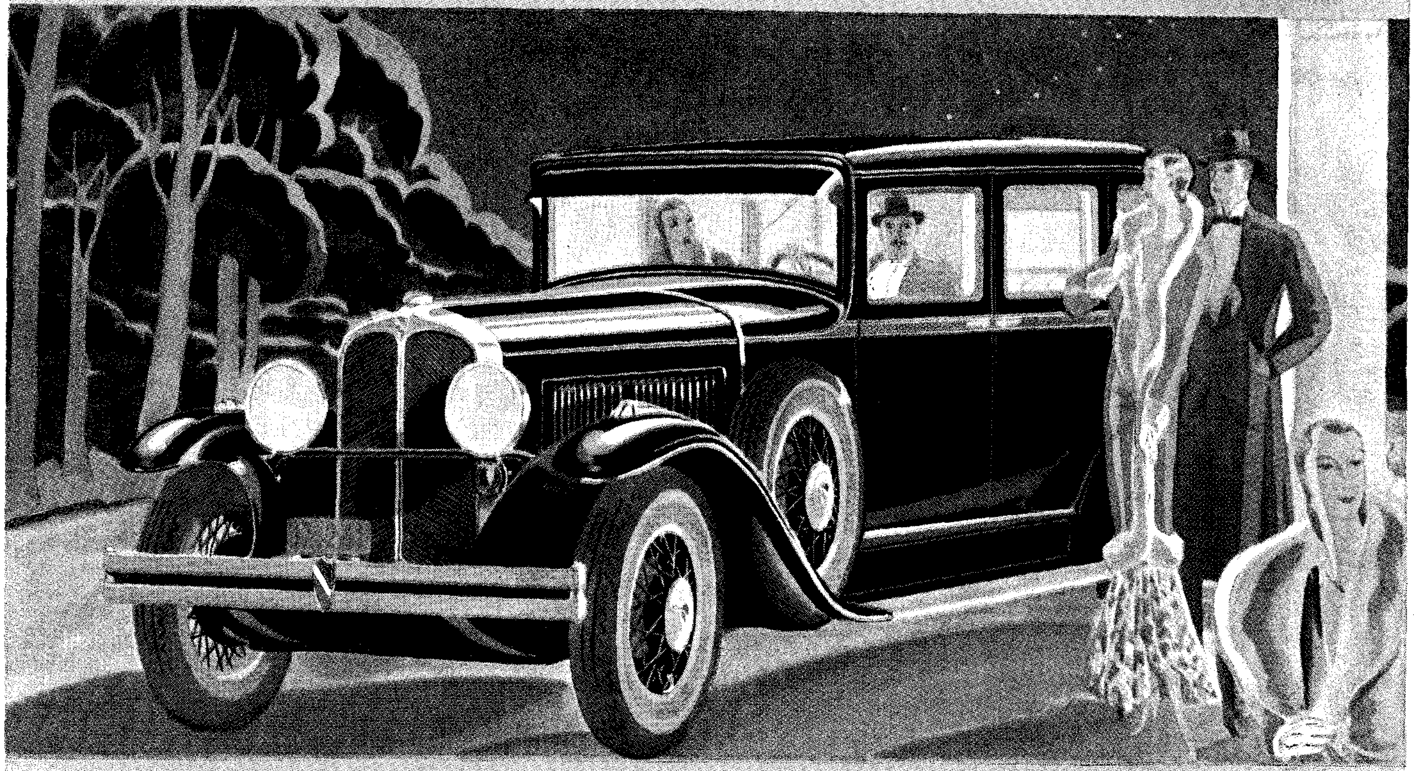
The New OAKLAND EIGHT

PRODUCT OF GENERAL MOTORS



Illustrated above: The 4-Door Sedan · Body by Fisher

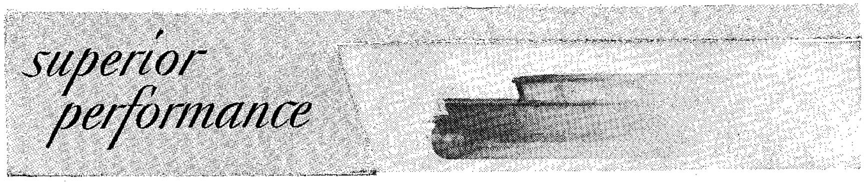
Let it reveal to you the meaning of Superior Performance

Beneath the New Oakland's trim hood is an 85-horsepower eight-cylinder engine. It is the most powerful ever used in a motor car of Oakland's size and weight, with the exception of racing cars. For each 37 pounds of car weight, it develops one full horsepower. This ratio explains why few cars, even among the highest-priced, are as fast. It explains why Oakland is rarely, if ever, passed on the hills, and why it accelerates so swiftly in traffic. Because of its exceptional speed, power and acceleration, the New Oakland Eight is called the car with superior performance. Another notable phase of Oakland's performance is its remarkable smoothness. Inherently smooth, its engine has acquired even greater smoothness through the use of a complete down-draft fuel system—a new type cylinder head insuring uniform combustion—patented laminated spring and rubber engine mountings and several additional advanced features. The New Oakland owes its soundness of basic design to the background of its engineers. Several of them participated in developing General Motors' first eight-cylinder car sixteen years ago.... Fisher, too, has made an impressive contribution in the form of distinctive body styling and coloring. And not the least advantage it offers is the New Oakland Eight's price—very moderate indeed when you consider its unusually fine qualities.... The New Oakland Eight awaits an opportunity to display its merits to you in a demonstration. Take the wheel and let it reveal to you the meaning of superior performance.

$1045
AND UP

Seven body types. Prices f. o. b. Pontiac, Mich., plus delivery charges. Oakland Motor Car Company

Write for an interesting booklet which illustrates and describes the design of the New Oakland Eight.

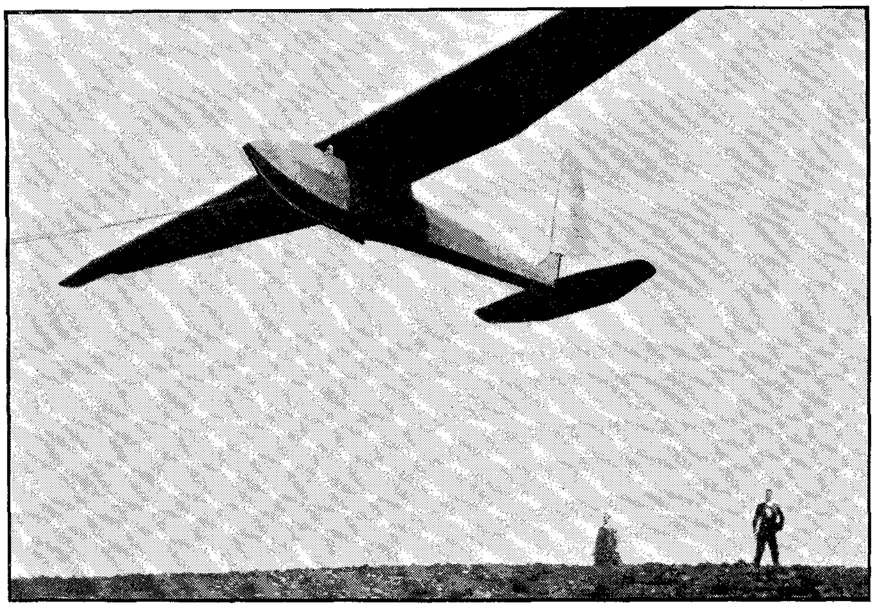


MOTORING AND AVIATION

MAKING AMERICA "GLIDER-CONSCIOUS"

"A MONSTROUS EGG from some far-off planet" hatched "a huge bird with outstretched wings."

Could it be an egg of the legendary Roc, mysteriously suspended over the earth, and releasing from its shell the young of that gargantuan fowl of "The Arabian Nights"? Or was it the birth of some Martian nightmare? The "huge bird with outstretched wings," we read in the New York *World*, immediately started cutting capers. It circled a dozen times, and finally landed "without so much as a peep or a flutter."



Keystone View photograph

HOW MRS. LINDBERGH WON HER FIRST "GULL"

In the cockpit of a glider she is here being whipt into the air, where she qualified for a license by remaining aloft six minutes. And guess who the long-legged watcher in the background is!

Then the "bird" turned out to be a man-made contraption, and a man—Lieut. Ralph S. Barnaby, U. S. N.—stept out, saying, "It was a cinch."

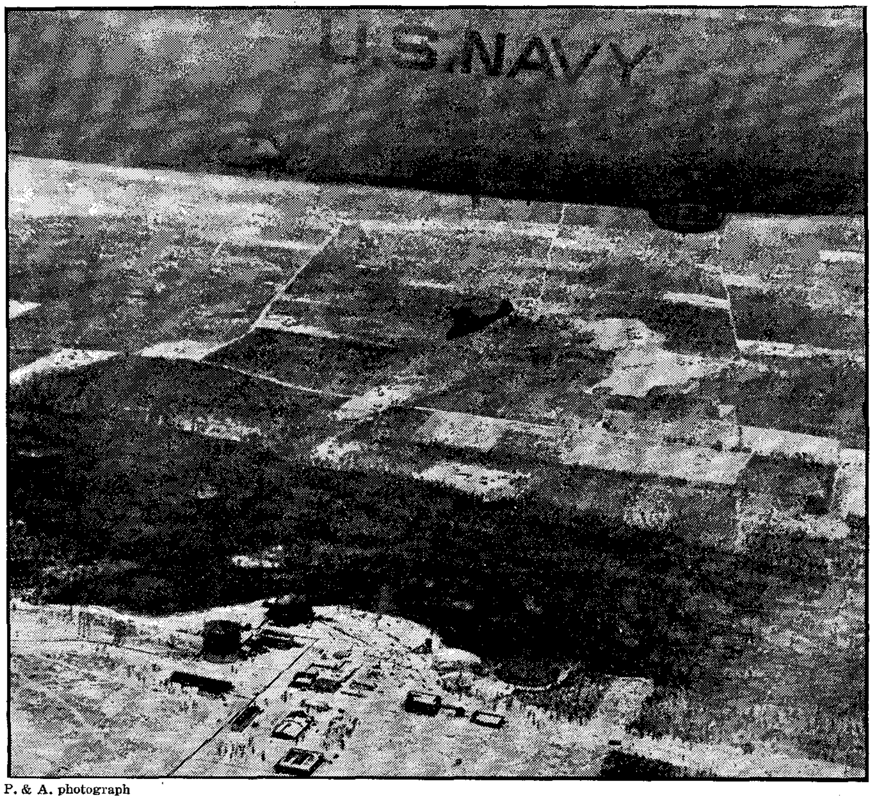
For, *The World* explains, the "monstrous egg" was no egg at all, but the dirigible *Los Angeles*, pride of the Navy. And the "bird" was a 200-pound, German-made glider, sailplane, or motorless airplane, released from the airship at an altitude of 3,000 feet. In the glider Lieutenant Barnaby had maneuvered himself safely to the earth at Lakehurst, New Jersey. This event, we are told, was the first of its sort in the history of air-travel.

More than once THE DIGEST has told of the sport of gliding in Germany and its introduction here. Since then America has gone sailplane-conscious with a vengeance.

No less distinguished air-travelers than the Lindberghs have taken up the sport, and qualified for licenses. Colonel Lindbergh has demonstrated his ability to make a safe glider landing after an accident in the air. The Navy, as we have seen, has been experimenting, and Cape Cod has a new training-school for glider pilots. In this connection it is pointed out that ability to handle a motorless plane is an asset when the power in a motored plane is cut off, and it becomes, to all intents and purposes, a sailplane, or glider.

But, returning to Lieutenant Barnaby's exploit as the most spectacular glider dedevelopment in America, we read this detailed account in the New York *Herald Tribune:*

> The glider, after being released from the dirigible, while traveling at thirty-nine knots, by means of a standard bomb release device on the under side of the *Los Angeles*, was piloted to a perfect landing on the snow-covered air-field by Lieutenant Barnaby, the Navy's only licensed glider pilot.
>
> The glider, with Lieutenant Barnaby, slid across the field in a graceful landing, the first ever made by a glider launched from a dirigible in flight.
>
> The test with the dirigible was made while the *Los Angeles* was flying in formation with the Lakehurst station's entire fleet of lighter-than-air craft. The demonstration was declared entirely successful, and supports a theory of the Bureau of Aeronautics of the Navy that gliders can be used as auxiliary-craft to dirigibles, much after the manner of life-boats on a ship at sea.
>
> The *Los Angeles*, with the glider attached against her keel, and with Lieutenant Barnaby riding in the cabin with the other officers, took off at 10:45 A. M. She was



P. & A. photograph

WHEN A TINY BIRD FLEW FROM THE BOSOM OF A SOARING LEVIATHAN

The glider is seen in the center, as it descends in many spirals over the Naval Air Station.

accompanied by the Navy blimps *J-3* and *J-4*, and the Navy's all-metal dirigible *ZMC-2*. Flying in formation, this fleet remained in the vicinity of the air-station during the duration of the test.

While the *Los Angeles* was climbing to an altitude of 3,000 feet, Lieutenant Barnaby, who has been testing gliders since 1909, talked with Commander H. V. Wiley in the control-cabin of the dirigible. When the altitude agreed on for the test had been reached he walked across the keel of the ship, and dropt through a hatchway which has been used for the launching of planes from the airship. He lowered himself about five feet into the control-seat of the glider.

Keystone View photograph

ALL DOLLED UP FOR GLIDING

In the smallest overalls that could be found for Mrs. "Lindy." But they had heaps and heaps of slack.

When ready, he signaled, and a member of the *Los Angeles* crew operating the bomb-release dropt the glider clear of the keel at 11:25 A. M. It was launched at a rate of approximately fifty miles an hour.

Free and without power in his craft to rely upon, Lieutenant Barnaby began to pilot his glider toward its home-port from the 3,000-foot altitude.

Lieutenant Barnaby guided his glider in a series of wide circles over the field, crossing the station twelve times before making a perfect landing on the snow, near the center of the field, at 11:38, thirteen minutes after leaving the dirigible.

"The purpose of this flight," he said, "was to determine air-currents under airships. With the coming of more ships of this type, it is definitely understood at this time that they will be equipped with gliders to be used in making landings. At present, the Navy has two dirigibles under construction at Akron, and this test proves that it will be feasible to equip these dirigibles with gliders."

Arrangements for the glider test were begun when the dirigible's successful experiment with a power-driven plane was made last September. The glider, weighing about 200 pounds empty, and having a wing span of thirty-three feet, was made in Germany, and is classified as a secondary training type.

Apropos of this, the New York *Times* comments:

It was, of course, an advantage to "take off" from such an altitude in currents that could be used for maneuvering. If it is asked what purpose is served by manipulating the motorless plane called a glider, the answer is that the experience is a preparation for piloting airplanes. Skeptics should be convinced by Colonel Lindbergh's adoption of the glider. Aviation schools throughout the country are said to be beginning to see the possibilities of the glider in the early training period. The first experiments of the Wrights were made with a motorless plane, which to-day would be called a glider.

Among believers in the glider is the Detroit Aircraft Corporation, which predicts that by 1935 there will be 1,000,000 licensed glider pilots in the United States. Already many clubs have been formed. The casualty list in the use of gliders is very small. In Germany these catboats of the air are called sailplanes. Lieutenant Dinort of a Reichswehr Chasseur Battalion has stayed in the air fourteen hours and forty-five minutes. W. H. Bowlus of San Diego, claims an American record of six hours and nineteen minutes. A flight of ninety-three miles, during which an altitude of 9,842 feet was attained, has been made in Germany.

Colonel Lindbergh, as seasoned a veteran of the air as could be found, and Mrs. Lindbergh, who is following close in his footsteps, have taken to gliding as ducks take to water. Without "previous actual experience" in motorless flying, Colonel Lindbergh won a license by making a flight of unusual duration for a beginner—thirty minutes—according to the Associated Press in a San Diego dispatch, which continues:

Colonel Lindbergh took off in a glider plane, flew it out half a mile over the ocean, attained an altitude of 500 feet, remained aloft half an hour, and qualified for a first-class glider pilot's license.

He made an application for the license after landing, and will become the ninth holder of the class of motorless-flying license in the United States.

Mrs. Lindbergh watched her husband make the flight.

The machine Lindbergh used was built by Hawley Bowlus, who was construction superintendent for the builders here of the *Spirit of St. Louis*, in which Colonel Lindbergh made his flight to Paris.

But to-day the ladies are right behind their men folk (when they're not ahead), so it was not long before Mrs. Lindbergh was qualifying, too. The United Press in San Diego thus reports her qualifying flight:

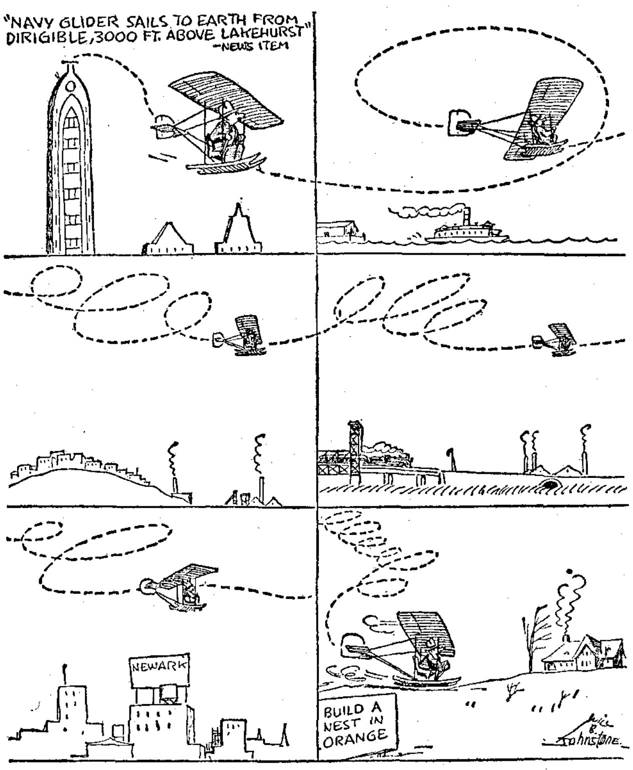
While her famous husband looked on, Mrs. Lindbergh was catapulted from Mount Soledad in a glider, and landed six minutes and ten seconds later, a qualified pilot. Mrs. Lindbergh had hoped to obtain a first-class license, but there were no updrafts, and she was unable to land at the point of take-off.

Colonel Lindbergh stood beside the glider until his wife signified that she was ready to take off. Then he sprang aside and the attendants released the glider. It shot into the air from its 1,000-foot elevation. Mrs. Lindbergh handled the craft well on the take-off and kept it in a steady glide. She made a figure "S" several times, then found that lack of updrafts would not permit her to return to the starting field. She brought the craft down in the field adjacent to the north, La Jolla Beach, a mile and a half from Mount Soledad.

The fact that she stayed in the air more than five minutes gave her a second-class license.

"It was great sport," Mrs. Lindbergh said. "I'm sorry I didn't get back."

She was attired in overalls which evidently had been made for a man about six feet tall. Colonel Lindbergh watched calmly while his wife was in the air.

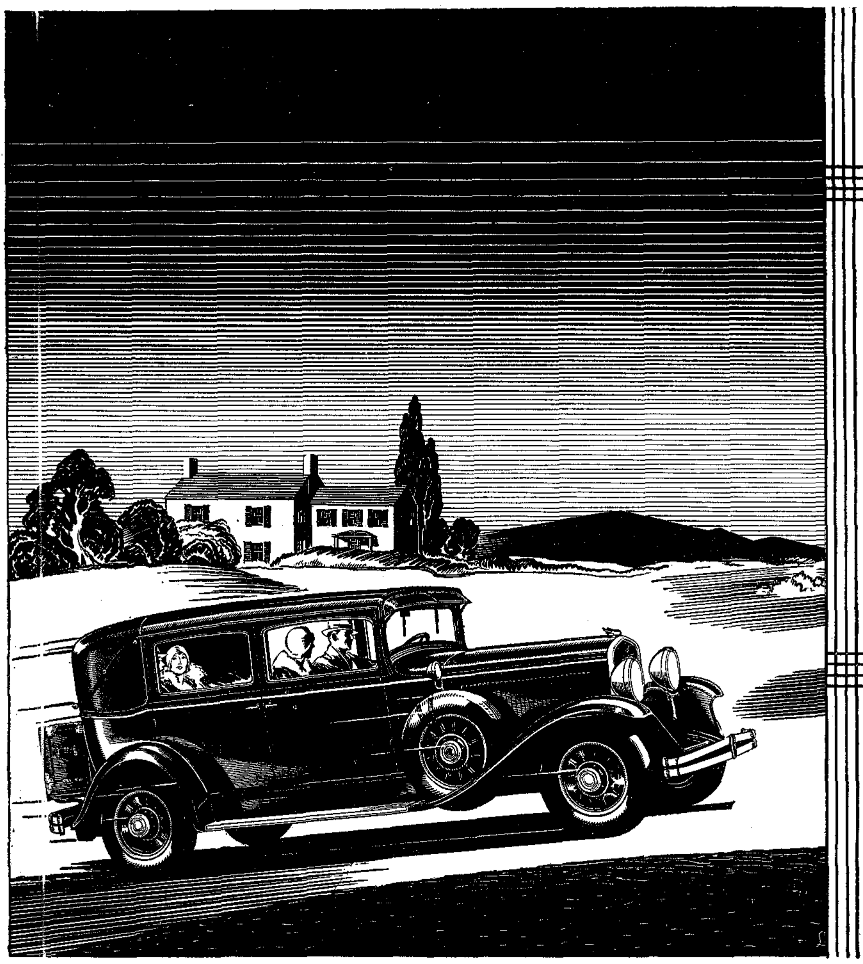

"NAVY GLIDER SAILS TO EARTH FROM DIRIGIBLE, 3000 FT. ABOVE LAKEHURST"
—NEWS ITEM
NEWARK
BUILD A NEST IN ORANGE
Johnstone

GLIDE, KELLY, GLIDE!

—Johnstone in the New York *World*.

But gliding is not without its hazards, and even Lindy found it out. It was not long before he had an accident, but one which scared his friends more, apparently, than it did him. He

(*Continued on page 45*)



© 1930 by Chrysler Corporation

Today, as always, what Chrysler does—or proposes to do—becomes the basic standard of efficiency in the realm of automobiles

NEW CHRYSLER "77" TOWN SEDAN, $1795 (Special Equipment Extra)

CHRYSLER INSPIRES a pride all its own

Ownership of a Chrysler brings with it a deep-rooted satisfaction which springs from the firm conviction that, regardless of price, Chrysler is a car that knows no peer.

In all that Chrysler is . . . in all that Chrysler does . . . in pedigree and in prestige . . . Chrysler offers something more.

Up to six years ago, thousands of motorists could be satisfied only with highest-priced American-made cars or expensive importations.

Today they are driving Chryslers, for they have been able to find more complete fulfilment of their motoring ideals in a Chrysler than in any other automobile.

At the same time, because of surprisingly low prices, Chrysler has enabled thousands upon thousands to enjoy this supremely fine motoring who never even dreamed of being able to possess cars of such outstanding ability and excellence.

Comparisons of cars today invariably take Chrysler as their basis. A car either is or is not an approach to Chrysler in performance and style.

Yes—Chrysler has set the pace . . . and easily maintained it . . . year in and year out.

And because of the knowledge that in a Chrysler one has the best that motoring affords, Chrysler ownership imparts a certain thrilling pride, the like of which cannot be claimed so universally by any other motor car.

FEATURES:

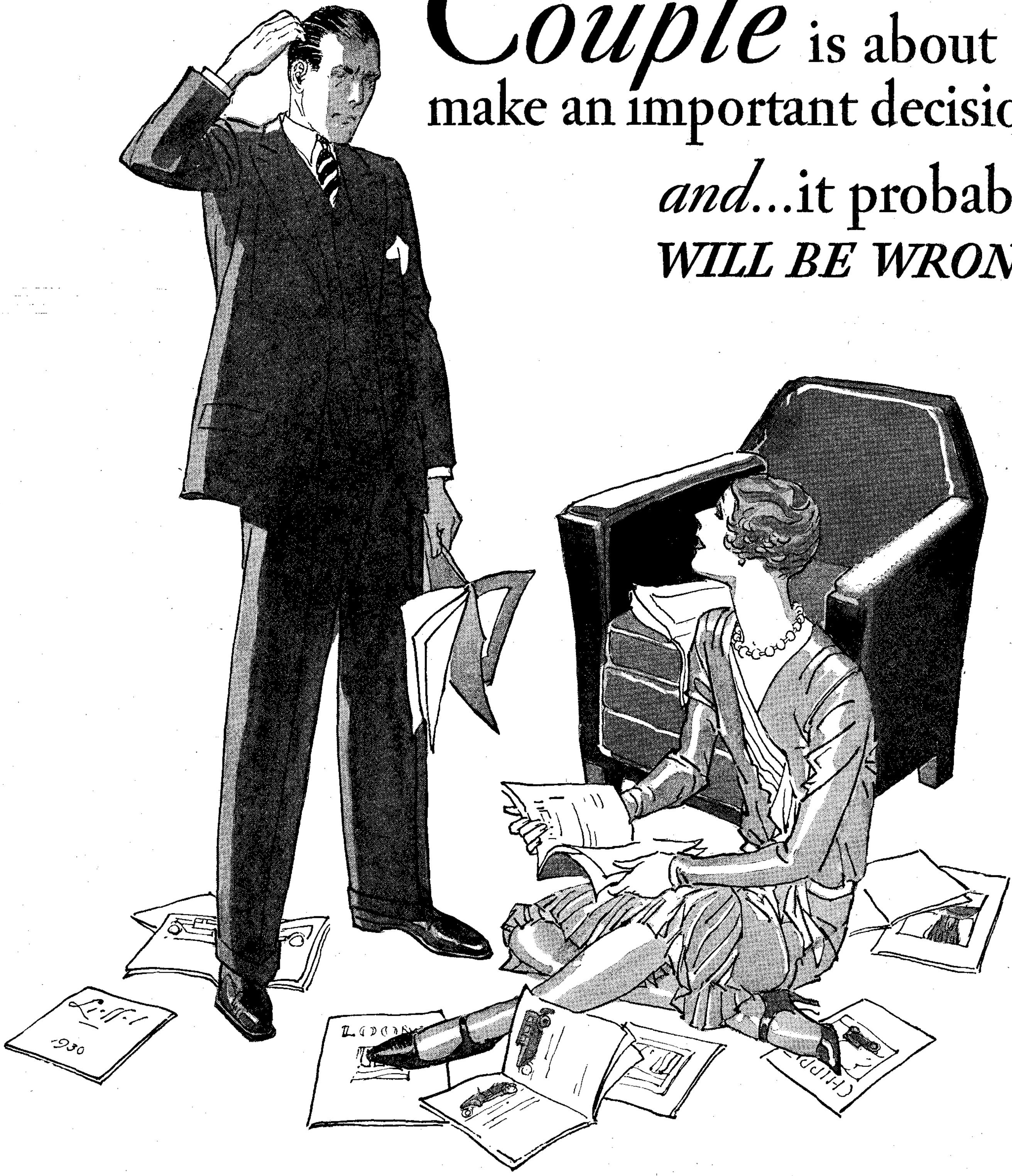
LARGE, POWERFUL ENGINES . . . SEVEN-BEARING COUNTER-WEIGHTED CRANKSHAFT . . . MULTI-RANGE FOUR-SPEED TRANSMISSION AND GEAR SHIFT . . . RUBBER SPRING SHACKLES . . . CHRYSLER WEATHERPROOF FOUR-WHEEL HYDRAULIC BRAKES . . . LARGER, ROOMIER BODIES OF DREADNOUGHT CONSTRUCTION . . . ADJUSTABLE FRONT SEATS . . . METALWARE BY CARTIER ET CIE

MULTI-RANGE

CHRYSLER

THE IMPERIAL	8 Body Styles, $2995 to $3575	THE 77	9 Body Styles, $1625 to $1825	THE 70	7 Body Styles, $1295 to $1545	THE 66	6 Body Styles, $995 to $1095	ALL PRICES F.O.B. DETROIT

This Young Couple is about to make an important decision *and*...it probably *WILL BE WRONG*



THIS young man and his wife are about to make one of their most exciting dreams come true—they are about to buy an automobile. The choice has narrowed down to two makes. One is the Reo. The other is a car that costs a few hundred dollars less.

They want the Reo and want it badly. But every time they look longingly at it, Old Man Budget wags a warning finger. And Old Man Budget probably will wheedle them into buying the cheaper car, on the pretext that it is the only one they can afford.

Budget, you wretch, don't cheat these young people out of the Reo—the car they want—when it really is the more economical. Don't counsel them to buy a cheap car when you know very well that a cheap car is the one car a young couple *can't* afford. Here's what probably will happen if you do:

For a few months, it will be quite thrilling. True, there will be petty annoyances and petty expenses caused by things that should have been discovered in the factory. True, every time they mention the name of the car they own, it will be accompanied by something that sounds suspiciously like an apology.

But at the end of a year, or maybe two, that thrill is completely missing—their car is definitely on the downward trail. They trade it in—and take a staggering loss in depreciation.

Now, Budget, listen to this! Suppose this young couple makes the right decision—suppose they buy a Reo. Let's see what will happen then!

At the end of a year, they won't have to turn in their Reo—and they won't *want* to.

At the end of a year?—yes, and at the end of three, four, or five years—it will still be running sweeter than the cheaper car would have at any time. The Reo is good—really *good*—for at least 100,000 miles.

Why? Why does the Reo outlive all cars of American make and origin, regardless of price? Let's find out—let's see what's under the paint.

Reo pays 10% to 25% more for parts so that these parts will stand a strain 50% to 100% greater than you ever will ask a car to take.

Reo's brakes have been known to function on their *original bands* for 50,000 miles. Reo's cushioning springs break so seldom—Reo axles are so sturdy—that Reo gives them a test that is the equivalent of shooting the car off a four-foot ledge at 60 miles an hour.

Performance? Reo climbs from a standing start to 60 miles an hour in 26 seconds. You may never want to go that fast. But think of the ease and safety of driving a car with such acceleration and flexibility. That's one reason why Reo is known as the easiest car in the world to drive.

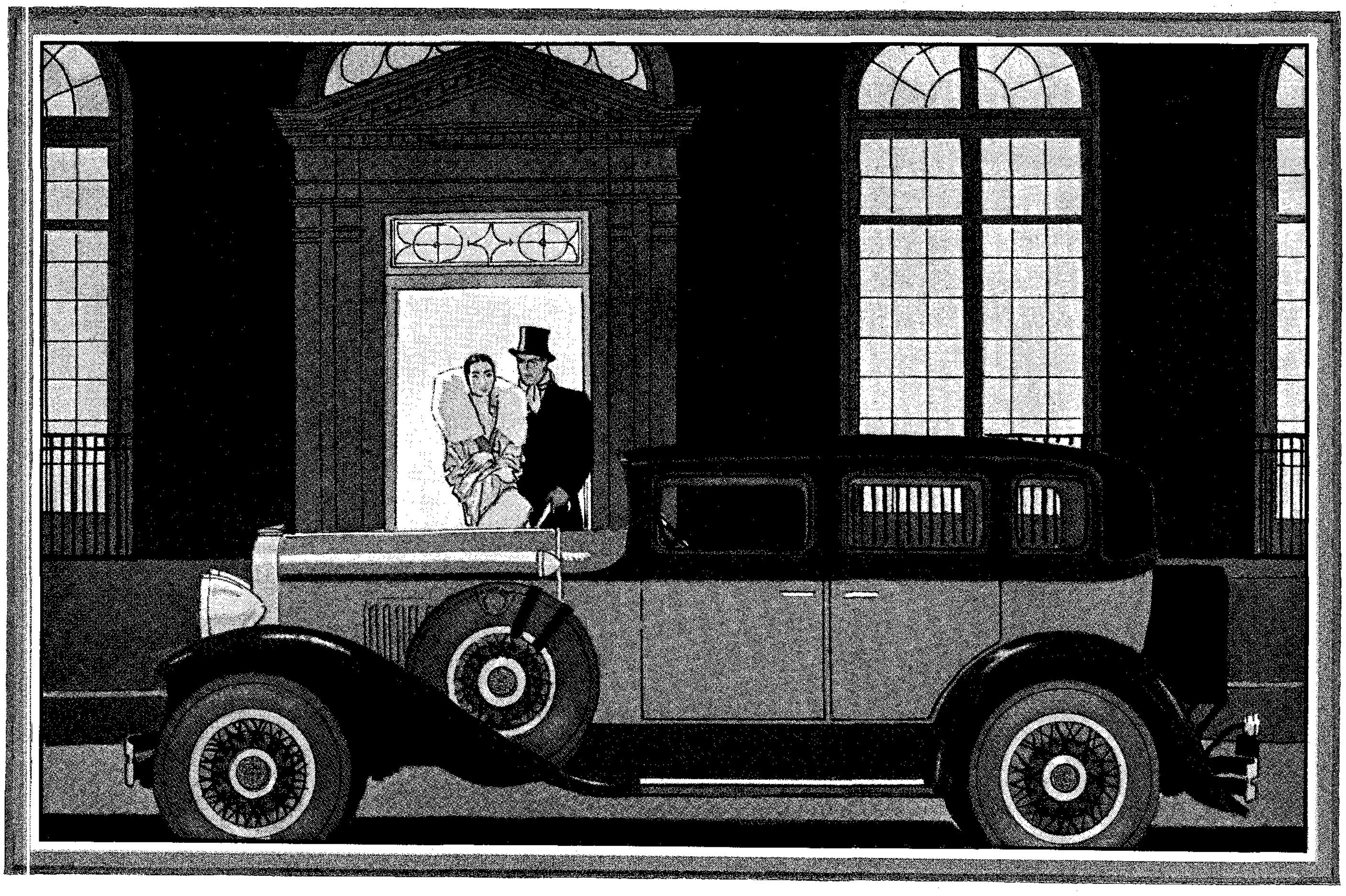
And Reo is not only the easiest car to drive, but the easiest to *stop!* Reo's marvelous brakes will, at any speed, stop the car in half the distance required by the strictest police regulations, with never a skid or swerve.

Reo brakes cannot become unequalized. Water cannot affect them.

And looks? Reo has the classic beauty usually found only in the highest price cars—beauty that does not fade—beauty that does away with the necessity of frequent and radical body changes.

Come, Budget, give these young people a break. The Reo will be a really economical investment—not for just a year, but for 100,000 miles. Come, Budget—*let them have their Reo.*

REO PRICES NOW RANGE FROM $1195 TO $1945



The REO FLYING CLOUD ... MODEL 20 ... SEDAN ... $1595 *f.o.b. Lansing, Michigan.* (*Sport Equipment and Spare Tires Extra.*)

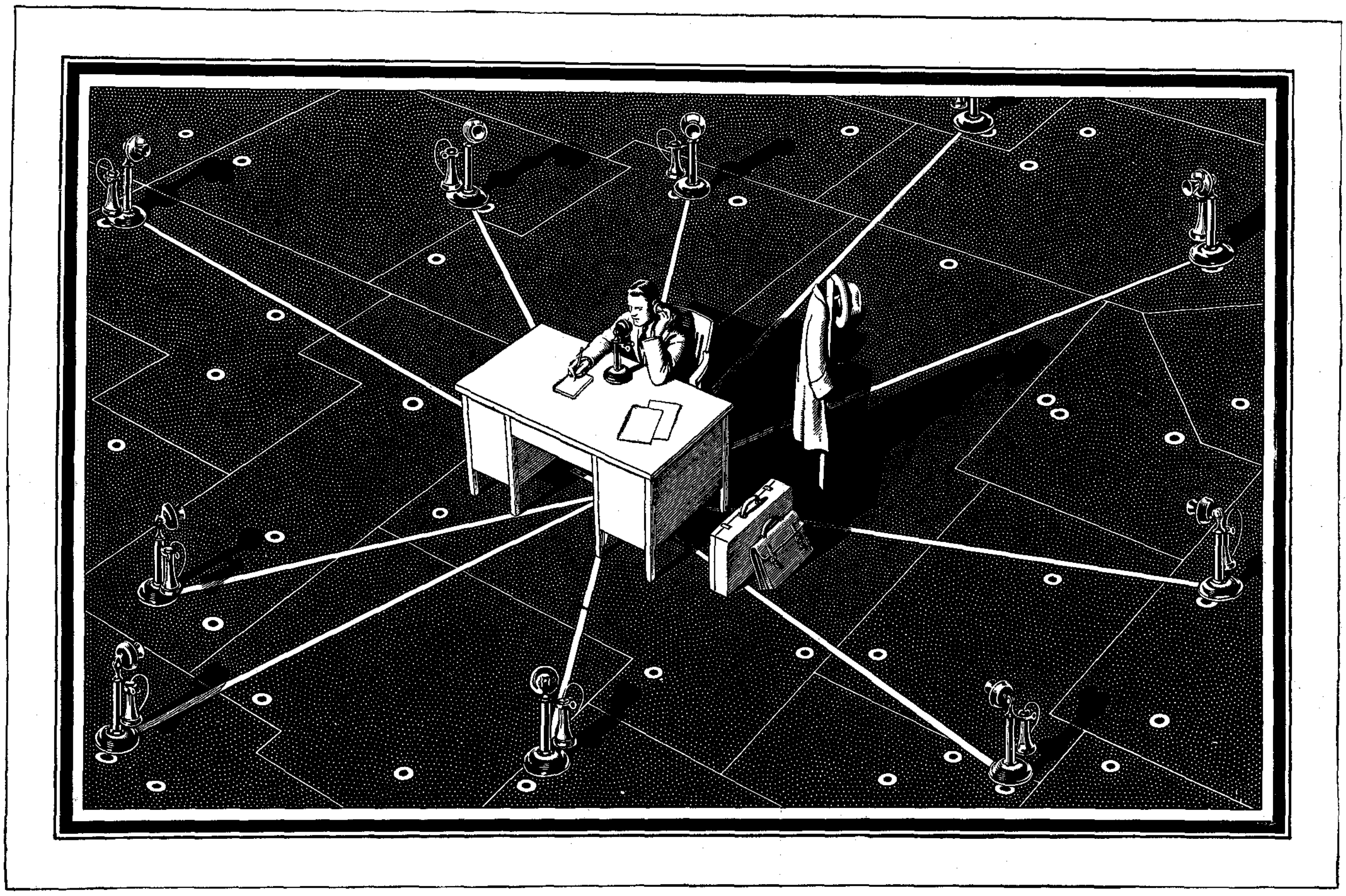
REO MOTOR
CAR COMPANY
Lansing, Mich.

REO

FLYING CLOUD

GOOD *for*
100,000 miles

They Cover their Territory twice as often by Key Town Telephoning



A MANUFACTURING COMPANY, marketing its product nationally, was faced with serious competition. Its salesmen could visit customers only at intervals of several months. They could give little time to developing new prospects. Regional mills and other competitors were making deep inroads into its business.

A Key Town Plan of telephoning was presented to this company and adopted. Its use enables the salesmen to cover their territory at least twice as often, at proportionately lower cost.

The Key Town Plan is used by many business firms to meet modern conditions. Under this method, the representative goes to the key cities in person. From these he conducts his business in the surrounding area by telephone, buying and selling goods, building good-will, answering questions, adjusting complaints, quoting prices or specifications.

In this way he can cover territory far more quickly. Many business men alternate personal visits with telephone calls, visiting certain cities on one trip and telephoning nearby ones, and reversing the procedure the next.

There is now in effect a further reduction in various long distance rates, saving telephone users of the United States more than $5,000,000 a year. This is the fourth reduction within little more than three years. It is part of the fundamental policy of the Bell System, which is to provide the best possible telephone service at the least cost to the public. Out of town calls are *Quick . . . Easy . . . More economical than ever.*

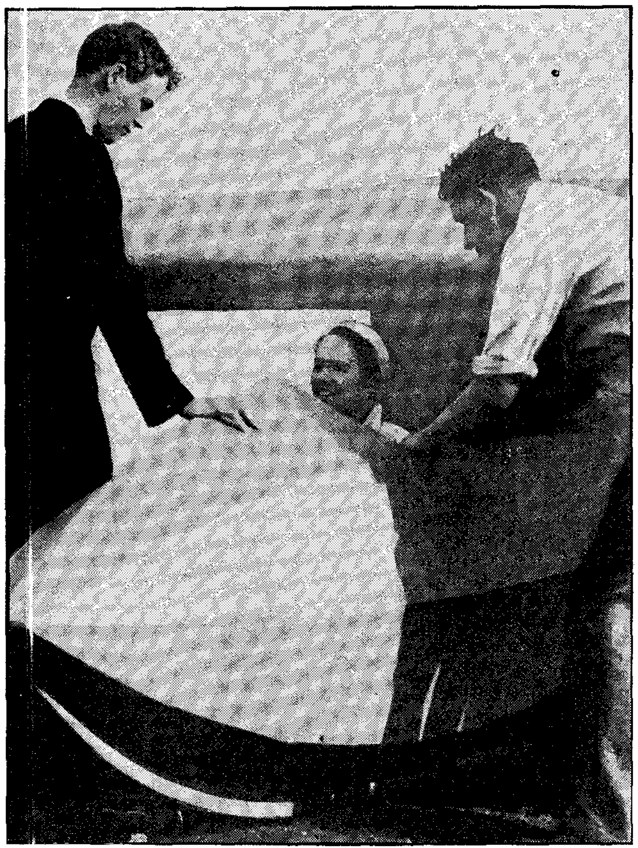
AMERICAN TELEPHONE & TELEGRAPH CO
BELL SYSTEM
AND ASSOCIATED COMPANIES

MOTORING AND AVIATION

Continued from page 40

disappeared in the heart of the mountains in a disabled sailplane, says an Associated Press dispatch from Lebec, California, which runs on:

> For an hour or more in this isolated area it was unknown whether the famous flyer had cracked up or whether he had mastered a crippled, motorless ship.
>
> Then he came up smiling. Just another experimental flight and no harm done, he revealed.



P. & A. photograph

A FEW WORDS OF WISDOM AT THE LAST MOMENT

The former Anne Morrow, all set for her first glider flight, listens to what "Lindy" has to say.

> Colonel Lindbergh came here with Hawley Bowlus of San Diego, to "play and experiment" with a sailplane. They established a camp ten miles beyond the ridge route, the main highway through the mountains.
>
> Immediately after the assembly of the sailplane, which was brought here on a motor-truck, Mr. Bowlus made two trial flights, hopping in each flight from hill to hill.
>
> Then Colonel Lindbergh took off. As he sailed into the air, the right aileron, one of the ship controls, fell off. As warning shouts on the ground sought to apprize him of the mishap, the colonel circled around, gracefully maneuvering the sailplane on the air current. Then he soared over a distant hill and descended out of view.
>
> Fearing disaster, the little group started from the camp to seek the missing flyer. They had not gone far, however, when they came to a point where it was seen that the sailplane had landed safely. Colonel Lindbergh was found surveying the ship. It was undamaged other than the loss of the aileron.
>
> "I'll try it again to-morrow, if conditions are favorable," Colonel Lindbergh said. "This thing controls as well without wings as it does with them."
>
> The colonel said he was not alarmed when the aileron dropt off, but just let air-currents carry the sailplane. He said he did have "a little trouble" in landing.
>
> "The aileron fell off because the duralumin had become crystallized by hard knocks," Colonel Lindbergh said. "It was an uncomfortable feeling when I saw it fall."

No, Lindy didn't turn a hair. It so happened that February 4, the day after this contretemps, was his twenty-eighth birthday. Did he spend it recuperating or celebrating? He did not. He spent it planning more glider flights and making certain observations on gliding in general, according to the United Press, which tells us further:

> Colonel Lindbergh told the United Press that he hadn't been worried for a minute when the aileron dropt from the glider as he soared away from a camp in the Tehachapi Mountains, near Sandberg.
>
> "I didn't have a bit of trouble in landing," he said. "It wasn't especially hard to do.
>
> "The ailerons on a glider are on the tips of the wings instead of at the back, and they are not fastened together. For that reason when when one of them drops off the other remains to help land the plane."
>
> Lindbergh seemed more interested in his glider experiments with Hawley Bowlus, owner of the craft, than in the fact that it was his birthday.
>
> "We want to learn how a glider will handle in high altitudes and variable air-currents encountered in the Sandberg region," he said. "I'm going back there as soon as the glider is repaired."

Glider schools are plentiful in Europe, and their value in training pilots of both motored and unmotored planes is recognized. But it was just a few months ago that an American school of gliding, backed by prominent enthusiasts, was opened at South Welfleet, Cape Cod, Ensign Chester C. Ward writes in *Aeronautics* (Chicago). Pursuing his account of the training given:

> At the time of its official opening, the aircraft squadrons of the Navy's Scouting Fleet, then anchored off Newport, Rhode Island, were invited to visit the school. A surprize awaited the eighteen naval pilots when they reached South Welfleet.
>
> Perhaps the most impressive thing about

THE ONE
AND ONLY
WOMAN
IS A
G·P·A

She is a buyer of cabbages and draperies, of toilet soap and easy chairs, of sedans and of socks.

She is the General Purchasing Agent of the household—for example, 84% of all the tooth paste used is bought by her.

Perhaps she buys Ipana. But, on the off chance she doesn't, we list, for your advantage and her own, the three great virtues of this modern and successful tooth paste.

1 Ipana does more than clean the teeth. It tones and stimulates the gums.

2 If your tooth brush ever "shows pink," massage and Ipana will remedy the condition; for Ipana contains ziratol, a hemostatic and antiseptic used by dentists in treating gum disorders.

3 Ipana has a splendid taste. It gives an instant and lasting feeling of cleanliness!

●

Ipana is modern in formula, effect and taste. It combats "Pink Tooth Brush," it keeps the gums firm and healthy, and the teeth in fine condition.

Hand the coupon to your wife!

Beloved Keeper of my Nose to the Grindstone

When in the course of your next shopping cruise, you halt your light footsteps at some druggist's shop, may I request that you enter and, on my behalf, please buy a tube of

IPANA
TOOTH PASTE

*Signed*____________________

"But, darling, Mr. Puff is such a *nice* man!"

IT isn't the pipe that causes these embarrassing moments, Mr. Puff. It's the tobacco. Isn't it *time* you discovered Sir Walter Raleigh—patron saint of pipe smokers, who discovered how good a pipe can be? His favorite smoking mixture really *is* milder. It really *is* just about the richest, mellowest, mildest blend of choice Burleys you've ever smoked.

How to Take Care of Your Pipe

(*Hint No. 2*) When breaking in a new pipe, smoke your first few pipefuls slowly. Don't let your pipe get hot. Fast burning discolors and burns the wood and bakes the oils in the tobacco before the pipe is properly "seasoned." Send for our free booklet "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Ky. Dept. 28.

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Smoking Tobacco

It's *milder*

SIR WALTER RALEIGH
SMOKING TOBACCO

MOTORING AND AVIATION
Continued

the Cape Cod school is the audacity of the students who make initial solo flights almost immediately upon their arrival, tho they may never have been in a glider before. A new student attends a lecture on the principles of gliding, and watches an instructor make a short demonstration flight. A few minutes later, strapped in an apparently fragile glider, he is projected from the top of a bluff, at the speed of thirty miles an hour. He looks down on the beach, from an altitude of 100 feet, and knows that everything is up to him, for there is no instructor behind him to keep him out of trouble—as there would be in a power plane—nor can he expect help from any one when he attempts his first landing on the sand, which seems to be coming up at him with alarming rapidity.

But he lands safely on the cushioning sand, unstraps himself and looks with wonder and affection at the companion of his first flight. It is a primary training-type glider, an open affair with no fabric-covered fuselage. Instead, it has a simple fore-and-aft framework; the seat from which he has just dismounted is a flat board. In front of it is the joy-stick and a horizontal bar, which is worked by the feet to control the rudder; below is the landing gear, a simple ski-like skid. Altho the glider is sturdily built to insure safety, it weighs only 170 pounds, and the single wing from which the seat is hung is long enough and efficient enough to give the craft a gliding angle of ten to one—which means that it is capable of gliding ten feet horizontally for each foot of loss in altitude.

When the fledgling pilot has had enough practise to enable him to make a straight-away flight of at least thirty seconds duration, we read:

He is awarded his first "gull," a device of about three-quarters of an inch in diameter, showing a single sea-gull in flight. It signifies mastery of the primary-type glider.

The intermediate-type glider is the next step in his course. He finds that it has much better flying qualities than he has yet experienced. After becoming sufficiently expert with this craft to sustain flight for more than a minute, and after demonstrating his ability to make well-banked right and left turns and good landings, he is awarded the emblem which shows two gulls in flight. The student is now qualified to attain the height of his gliding ambition, for at last he is eligible to pilot real sailplanes of the graceful soaring gliders.

Primary and intermediate glider-types permit only flights in which altitude is lost, but the soaring gliders are such perfect examples of aircraft design that, if the wind currents are favorable, they are capable of attaining great altitudes over the very spot from which they were launched. They have a wing-spread of fifty feet, the wings tapering down so that in flight the glider has the appearance of a gigantic bird. These craft weigh 310 pounds, but the wings and perfectly stream-lined fuselages are highly varnished to reduce the air resistance.

The possibilities of the soaring-type glider have been well demonstrated, this writer tells us. For instance:

Consider the flight made by Robert Kronfeld at the tenth international glider contest held recently in Germany. He piloted his ship, the *Vienna*, a distance of ninety-three miles, and reached a height of 4,400 feet. The endurance record for motorless planes comes as a shock to the imagination. It is sixteen hours; while the altitude mark is set at 9,000 feet. All of the world's records for gliders are at present held by Germans, but the ambitious students at the Cape Cod school are continually striving to bring them to America.

Well may the layman ask: "But what keeps them up?" The efficient design, the light but strong construction of the craft, in conjunction with the skill of the pilot in using up-currents of air, are the factors which permit such remarkable records.

International Newsreel photograph

A NAVY FLYING DAREDEVIL

Lieutenant Barnaby, who launched himself from the *Los Angeles* in a glider, and made a successful landing.

When the glider student is able to make a soaring flight of over five minutes, and has completed his ground school work, he is given three "gulls," and becomes a licensed glider pilot.

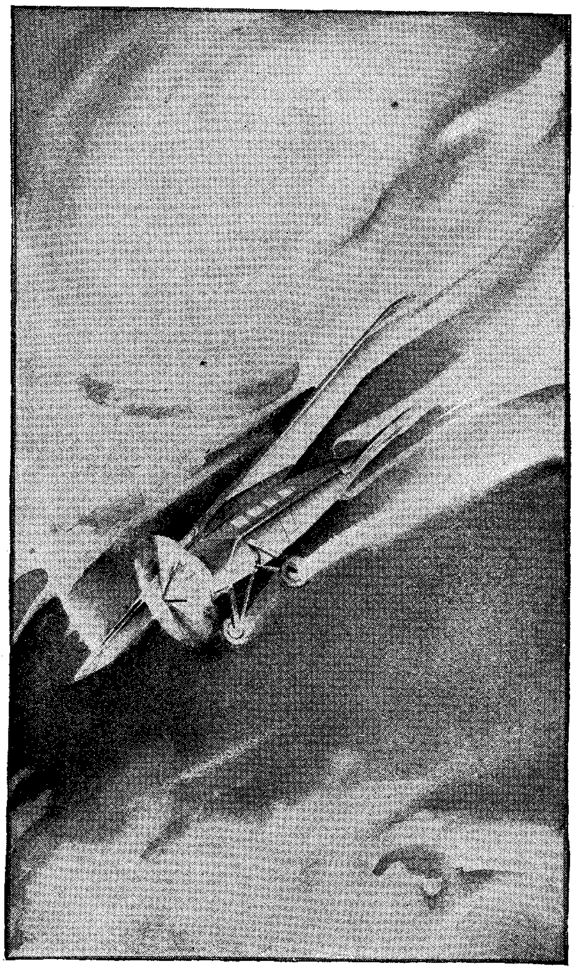
In launching gliders at the Cape Cod school, the initial projective force is furnished by what amounts to a huge slingshot. On the nose of each glider is an iron hook through which is run a long powerful rubber rope, covered with cloth to prevent wear on the rubber. The pilot straps himself in the seat of the glider, while two members of the ground crew hold the ship down at the tail, and two others "walk away" with the two ends of the rubber rope.

At the command "let go," given by the pilot, the two men at the stern release their hold, and the glider, which is in the apex of the rope just as a stone is held in a drawn slingshot, shoots away into the air, the rubber rope dropping from the hook the moment the tension is released.

HUDSON'S *Great* 8

A totally New Type

You must discover it yourself



Fascinating - Beautiful - Economical

"*Altogether different.*"—"*Like a totally new mode of transportation.*"—"*Never experienced such thrilling action with so much assurance.*"—"*A new standard of value and fascinating beauty.*"

You will want to discover for yourself this new car that everyone is talking about. The differences, exciting such wide comment, result from a new design principle. Motor vibration, so slight, is hardly perceptible. It gives smoothness like coasting. Greater horse-power in proportion to weight increases alertness. It is the same principle as in current airplane development. Motor power thus has real chance to be effective, saving in fuel and more economical in every way.

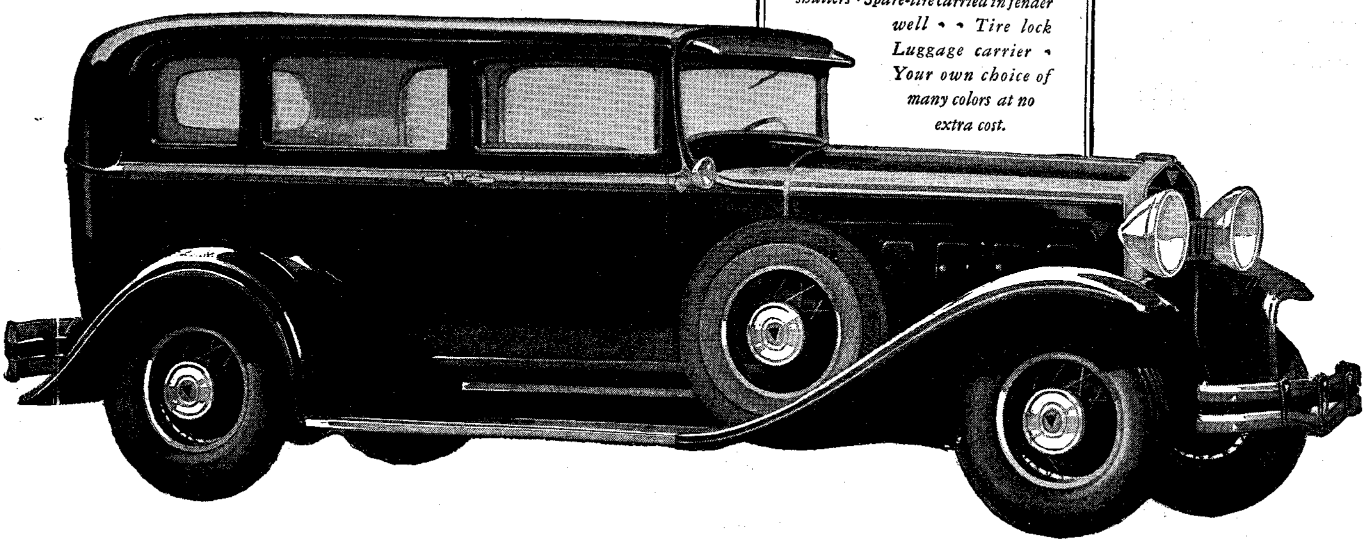
Every chassis detail is newly designed. It is wholly Hudson and wholly individual. Lower center of gravity contributes to roadability. So do two-way shock absorbers and new reinforced axle construction.

There is new smartness—modernistic, distinctive. Radiator, fenders, body contours and paneling reflect it. Accessories are built in and made part of the car; their use was designed when the car and body were laid out.

But the biggest accomplishment is that these qualities are available in Hudson's well-known price range. Finance terms the lowest available.

FEATURES

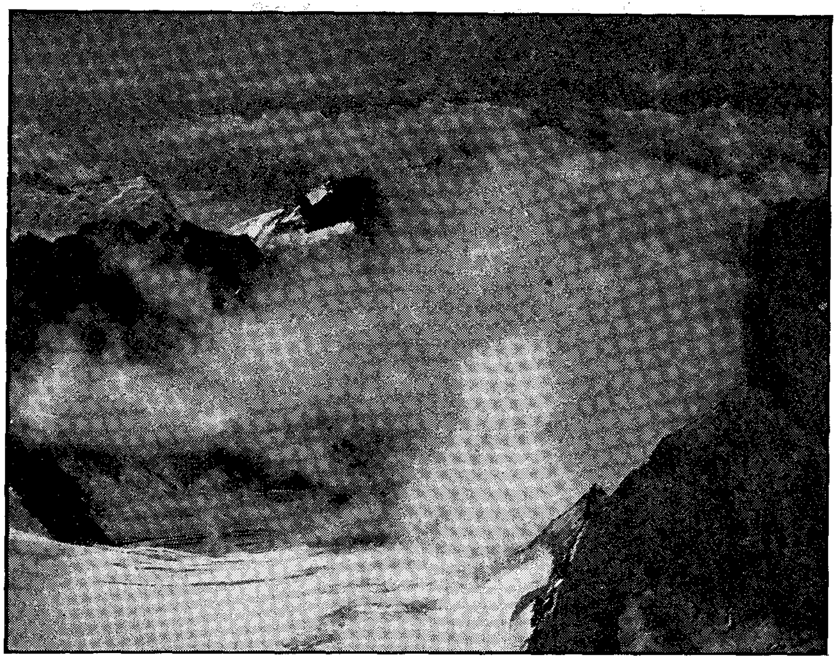
Great power in proportion to weight • Low set motor—straight line drive • Ten body types on two chassis lengths • Four 2-way shock absorbers • Engine starter on dash • Electrolock—electric oil and fuel gauge • Radiator shutters • Spare-tire carried in fender well • • Tire lock • Luggage carrier • Your own choice of many colors at no extra cost.



WHAT THE “FLYING SURVEYORS” FOUND IN ALASKA

THEY GOT THE “LOW DOWN” ON ALASKA from high up in the air—11,000 feet up a large part of the time.

From this lofty altitude members of the Second Naval Alaskan Aerial Survey Expedition saw some interesting and important things, the Tongass National Forest, for one. This vast wood covers some 26,000 square miles. It is estimated that it can supply twenty-five per cent. of the news-print pulp needs of the United States indefinitely, according to James Nevin Miller in an article copyrighted by *Every Week Magazine* and Science Service, and syndicated by the Newspaper Enterprise Association. For another thing, they located a water power site of more than 20,000-horse power. And flying high over mountain and forest, they witnessed such impressive scenes as those illustrating this article.


U. S. Navy Alaskan Aerial Survey Detachment official photograph

DEVIL'S THUMB POINTS THE WAY TO THE DARING

This is the first close-up of this peak on the boundary between Alaska and British Columbia. The top is more than 9,000 feet above sea level. We are invited to observe the peculiar cloud formation caused by a strong north wind.

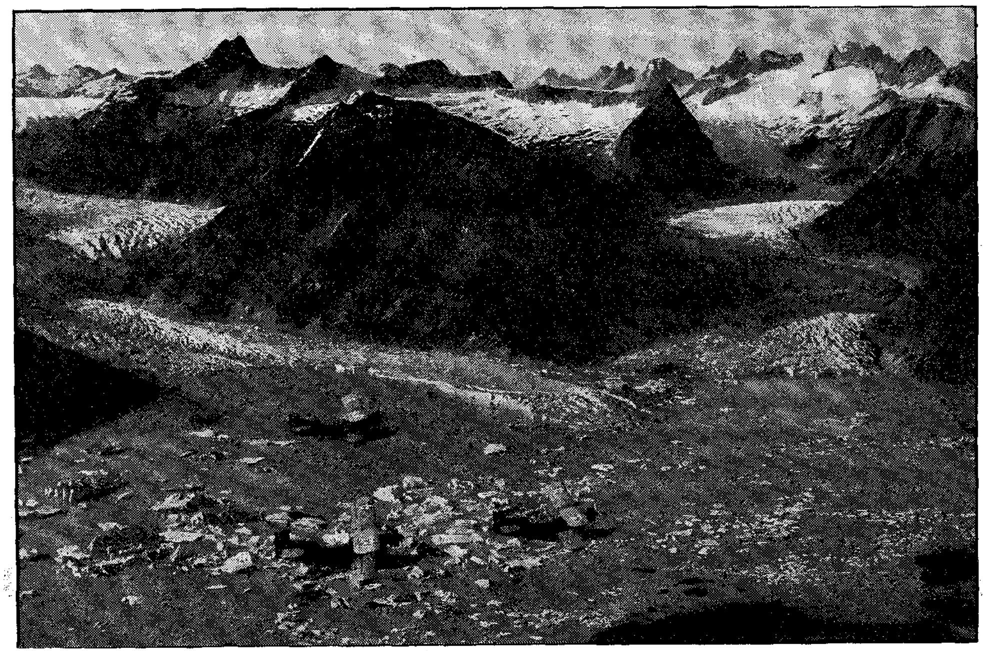
Mr. Miller gives us one view of this expedition sent out to map the Tongass Forest with cameras from the air. Writing in *The Aeronautic Review*, Washington, Lieutenant-Commander A. W. Radford, U. S. N., an expedition member, gives us a first-hand account of what was done.

This naval writer reminds us that in 1926, when the work was begun, 10,000 square miles were covered in the southeastern, or “Panhandle,” district of Alaska from Skagway to Ketchikan. After a lapse, the work was resumed in 1929. The flyers went to the job by plane, from San Diego, California, by way of Seattle. They returned by the same route at the end of the season. They were attended by a converted mine sweeper, and a barge that served as a base and living-quarters. In 1929, 13,000 square miles were added to the photographic map. The four planes flew 54,000 miles without an accident of any kind.

The work of the “flying surveyors,” Mr. Miller tells us, is sponsored by the Naval Bureau of Aeronautics, the Geological Survey, the Forest Service, and the Bureau of Public Roads of the Department of Agriculture. He proceeds:

> They have been fortunate in their original choice of the amphibian type of plane. It has been maintained in regular use, because of its ability to land on the water, and by careful manipulation of the landing gear, to taxi onto the beach, thereby enabling the ship to be secured and sheltered in some selected spot.
>
> The advantage of this type of plane has been borne out on numerous occasions when terrific storms swept down the narrow channels with a velocity that would have wrecked any seaplane that happened to be moored in the water.
>
> There are, of course, many places where planes can not land or take off with any assurance of not “cracking up,” and for this reason the U. S. S. *Gannett*, a mine sweeper which originally served as aircraft tender for the Navy Aircraft Squadrons, has been employed as tender for the Aerial Survey.
>
> You would hardly suppose that up the great “north countree” the most modern comforts of home would be available for the flying surveyors. But a mammoth wooden barge, some 110 feet long and 40 feet wide, equipped with a towing bridle and anchoring gear, so that the craft can be pulled to convenient points by the tender, has been made over into modern living-quarters for the forty enlisted men and five officers of the Survey detachment.
>
> Electric lights are provided by a small lighting system, hot and cold water are available, and there's even a completely equipped photographic laboratory aboard, besides a space set apart for the overhauling of disabled planes.
>
> Another unique part of the regular equipment is the supply of aerial cameras. Besides a motion-picture outfit, there have been available three multiple-lens cameras, one of which is a tri-lens affair, and the other two equipped with four lenses. Just how these cameras are used is explained by Navy photographer W. L. Richardson.

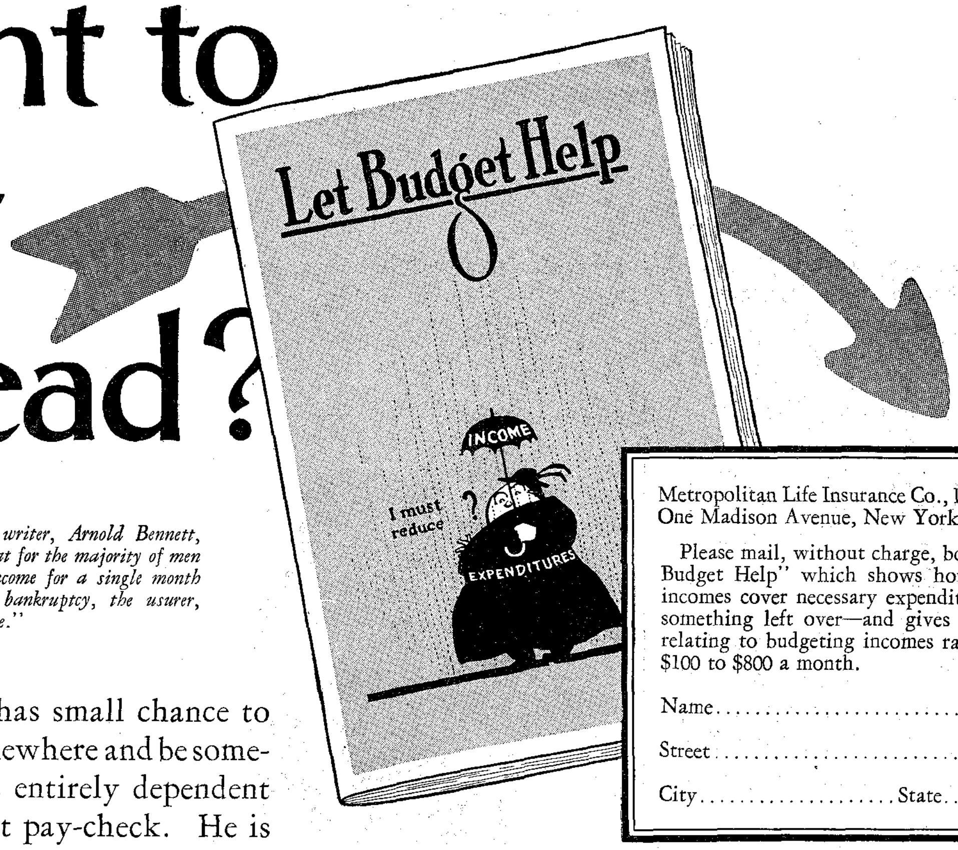
“Three of the planes have been fitted with a special camera


U. S. Navy Alaskan Aerial Survey Detachment official photograph

WHERE TWO SLUGGISH ICE RIVERS POUR DOWN THEIR FROZEN FLOODS

Here we see the three Naval Aerial Survey planes passing Twin Glaciers, Taku River, Alaska.

Want to Get Ahead?



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Please mail, without charge, booklet "Let Budget Help" which shows how to make incomes cover necessary expenditures—with something left over—and gives full details relating to budgeting incomes ranging from $100 to $800 a month.

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The great English writer, Arnold Bennett, said, "I suppose that for the majority of men the suspension of income for a single month would mean either bankruptcy, the usurer, or acute inconvenience."

A MAN has small chance to get somewhere and be somebody if he is entirely dependent upon his next pay-check. He is likely to be as helpless as a child if his income stops.

Many a man finds himself in a rebellious frame of mind and sorry for himself because he is "broke". He feels bottled-up, half stifled, almost handcuffed and shackled. Unhappy in his work, he does it half-heartedly, badly.

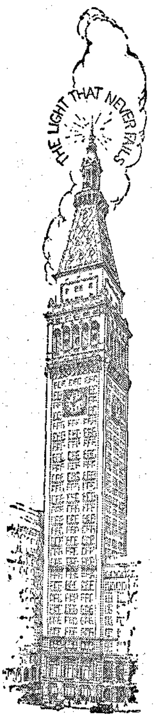
He wants to quit his job but he doesn't dare. His boss would like to discharge him but waits because he is sorry for him and his family.

If a man has not learned how to live within his income, it makes little difference whether he earns $1,000 or $10,000—he will always be in trouble. But budgeting his weekly or monthly salary to cover expenses for the necessities and comforts of life will show him how to live within his income whatever it may be.

Do you know how the experts arrange a budget for salaries from $1,000 to $10,000? Do you know what per cent of the income should be spent for each of the general expense items—food, shelter, clothing, household operating expense, insurance, education, entertainment and *investment?*

When *speculation* is substituted for *investment* the last hope for safety usually vanishes.

Budgets have solved money problems in many homes. A typical illustration is furnished by a woman who provided a good home for husband, high school daughter and 12-year-old son on $200 a month. She reported that when they attempted to live without a budget they were always in debt and worst of all in mental and physical distress. Since their conversion to "the budget way" they have found they are able to live better and save 10%.


THE LIGHT THAT NEVER FAILS

Have you ever experienced the peace of mind and satisfaction that result from an intelligent budgeting of your income? With necessities provided for and a little money left over you have a far better chance to get ahead.

Send for booklet entitled, "Let Budget Help," which was written with a full understanding of the problems of those with limited incomes. Use coupon above.

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MOTORING AND AVIATION
Continued

hatch located in the hull, immediately below the rear cockpit. Here are installed the cameras used to take the oblique type of pictures, so important in mapping observations.

"The T-2, or four-lens camera, has met our most rigid tests. In ordinary mapping practise with a single-lens camera of 12-inch focal length, the flying photographers usually find 10,000 feet the best altitude. However, it was soon found that with this camera the usable area of each picture for mapping purposes was ordinarily less than a single square mile, at a scale of about 830 feet per inch. By employing the T-2 camera under like conditions, however, the Navy experts achieved a usable area of four square miles for each simultaneous exposure, at a scale of about 1,550 feet per inch.

"Then, too, in the case of the single-lens camera used at the customary elevation, an area of only slightly over a mile wide is covered on each photographic strip, while with the T-2 camera an area of more than six miles wide is taken in.

"This, of course, greatly reduces the amount of flying time required in mapping any extended area. Moreover, the increase in width of ground area covered is gained, in the T-2 camera, by the use of two side chambers with their optical lenses pointing obliquely to left and right of the optical axis of the lens of the central vertical chamber.

"By this means two oblique photographs are secured which cover a ground area adjacent to left and right of the area photographed by the central chamber. The fourth lens is mounted in such a way that it covers an area that lies adjacent to, and to the rear of, the area covered by the central chamber. The purpose of this fourth chamber, then, is to greatly increase the accuracy with which the vertical and side views may be oriented by the map experts into a mosaic map, made by piecing the four sections together in painstaking fashion, after careful check-ups with ground data."

The fourth plane of the detachment has been converted into a sort of radio and meteorological laboratory, receiving weather reports on the wing from Navy radio stations in the region, and preparing a weather map for charting the mapping planes.

The work of this plane had proved indispensable to the success of the mapping maneuvers. Fog and low visibility may develop at any moment in the Alaska wilds.

Ever since the beginning of the survey, Juneau has been regarded as a central base for the plane operations. Various lesser bases have been used, too, depending on what the next mapping objective happened to be.

Some of the more important incidents and accomplishments of 1929 are thus described by Lieutenant-Commander Radford, according to Mr. Miller's account:

"On June 14, two of our planes, one equipped with radio, made a flight from Petersburg along the mainland south of Wrangel for the purpose of taking mapping photographs. B. F. Heintzelman of the Forest Service accompanied us on this expedition as well as on another the same day along the eastern coast of Baranof Island. At the end of the latter flight he said that he had learned more about the topography of Baranof Island from his observations on that day than he had been able to discover from ground observations there over a period of 10 years."

Aside from their great importance for mapping purposes, the amphibian planes have been of considerable value as emergency modes of travel for high-ranking officials of the various government bureaus, and occasionally for certain commercial interests of Alaska.

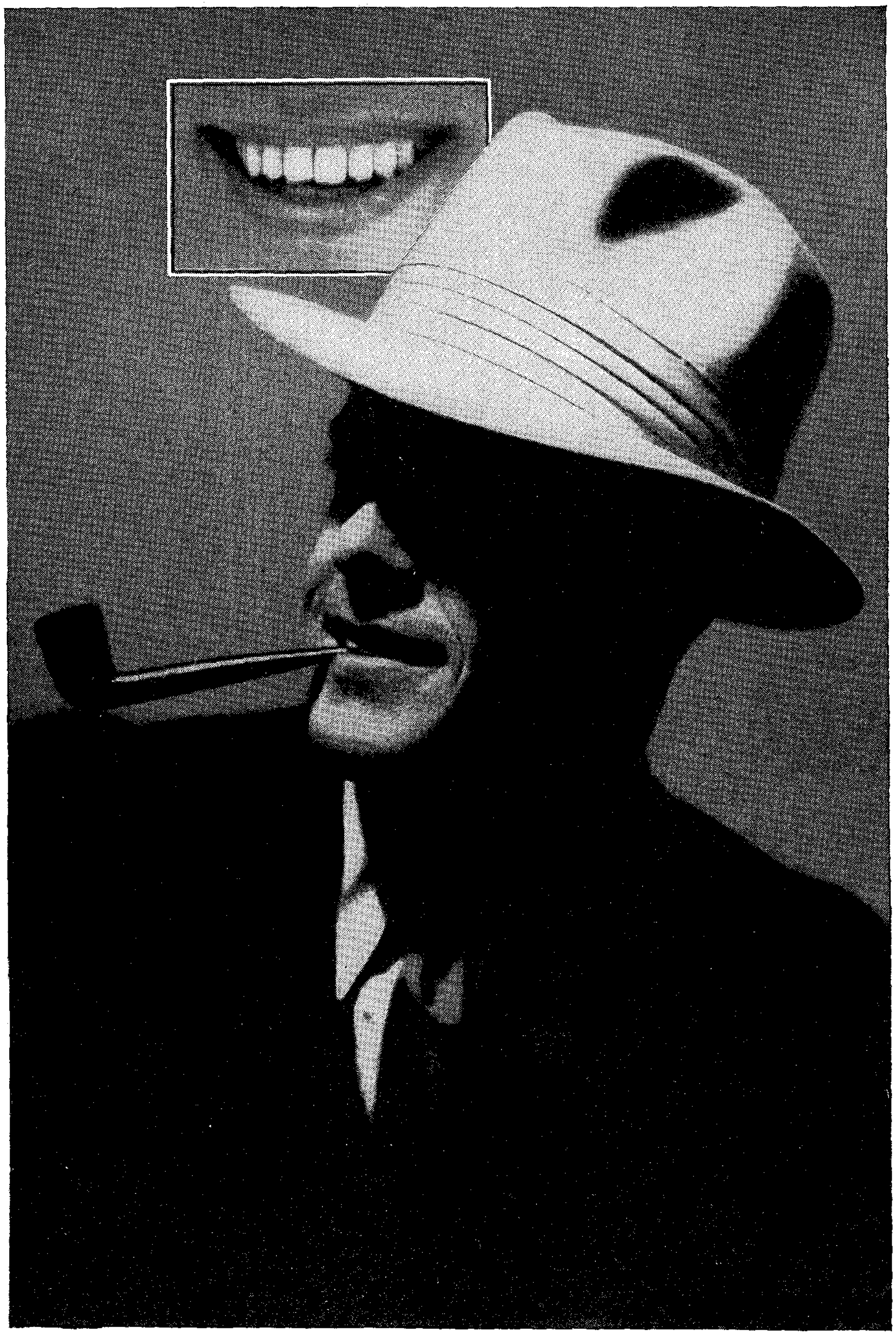
For instance, on a recent occasion a plane made a flight from Juneau to Petersburg and return, at the request of

U. S. Navy Alaskan Aerial Survey Detachment official photograph

TO SAVE THEIR FACES AND ALL THE REST OF THEM

Pilots and navigators clothed and masked for mapping flights at 11,000 feet. The cumbersome trappings are necessary as protection against the cold.

Springfield, Missouri



Men like the brisk way it *whitens* teeth and *firms* the gums

Here is a dentifrice that will win you the moment you try it.

You will be delighted by the wonderful refreshing effect it has on the mouth—a feeling of cleanliness, invigoration and well-being that you associate with Listerine itself.

Note, too, how gently but how swiftly it erases tartar and discolorations from the teeth. Particularly those caused by tobacco. Note how it penetrates into those hard-to-get-at crevices between teeth, and sweeps away fermenting food particles.

After you have tried Listerine Tooth Paste a few days, examine your teeth and see how much more attractive they are. You will also perceive that they are beginning to have a delicate, lovely luster. This is due to the presence of modern polishing agents, which keep teeth looking their best.

Moreover, Listerine Tooth Paste is safe for all types of teeth. Its cleansing ingredients are the most costly obtainable and are selected because of their gentle action. They simply cannot harm enamel.

Get a tube of Listerine Tooth Paste from your druggist to-day. You will be delighted by its results and by its economy. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.

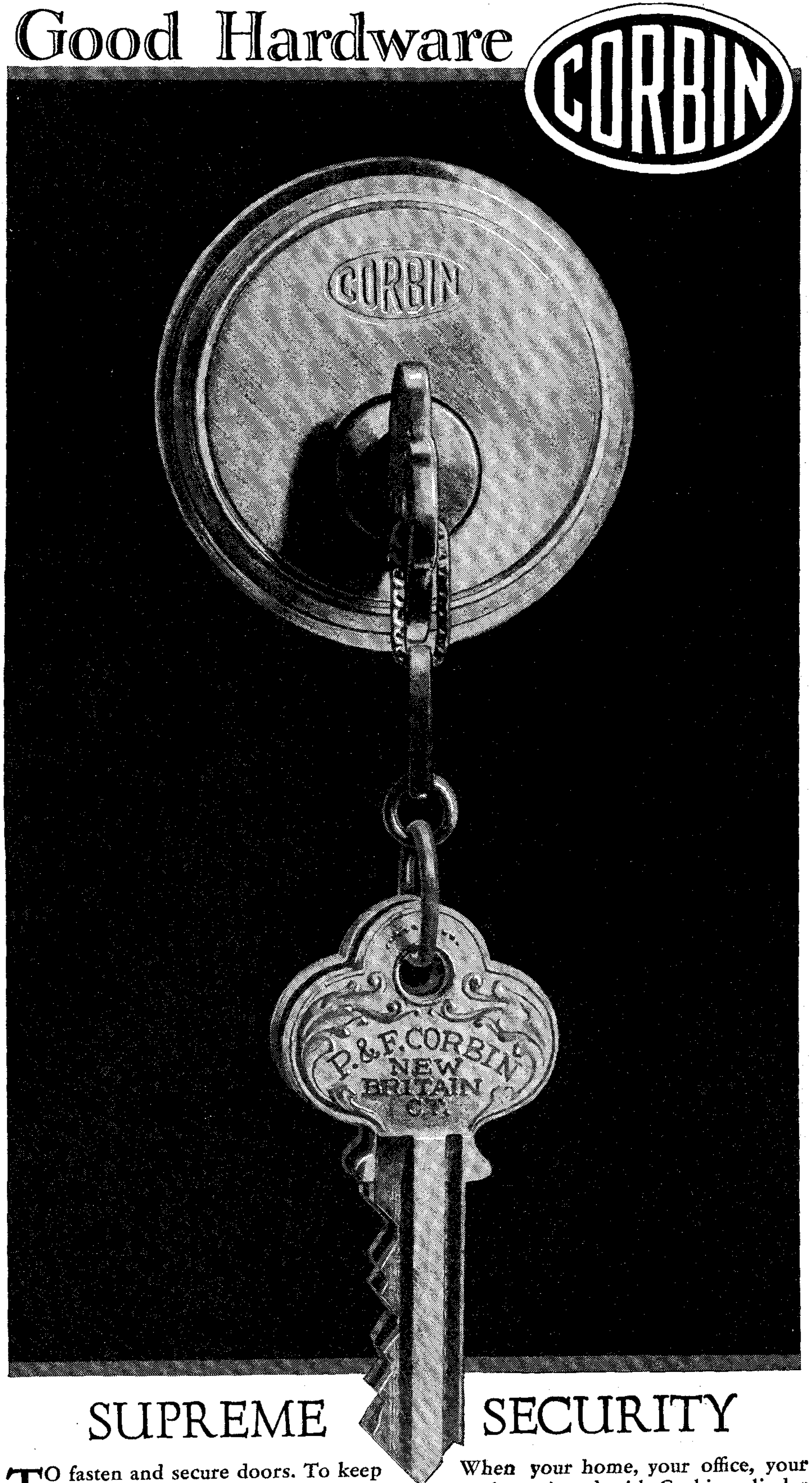
25¢
LISTERINE
TOOTH PASTE
LAMBERT

Let this tooth paste buy you a new hat

There are so many things you can buy with that $3 you save by using Listerine Tooth Paste at 25c instead of dentifrices in the 50c class. A hat is merely a suggestion.

LISTERINE TOOTH PASTE

Good Buildings Deserve Good Hardware



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TO fasten and secure doors. To keep out those not entitled to enter. That is what locks are meant to do.

To do what locks are meant to do and do it quietly and supremely well over long periods of time. That is what Corbin cylinder locks—the product of 80 years' experience in lock-making—will do.

And they do more. For if you would like to be able to open all your locks with one key and still have individual keys for each lock, Corbin master-keyed cylinder locks will enable you to do so.

When your home, your office, your garage is equipped with Corbin cylinder locks intruders are apt to find easier modes of entry than through the Corbin-guarded door.

Cylinder locks are but one of many Corbin items. All come in many styles and designs. All are Good Hardware-Corbin.

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MOTORING AND AVIATION
Continued

Major Elliott, president of the Alaska Road Commission, with Major Gillette, Corps of Engineers, U. S. A., as passenger. Major Gillette is chief engineer for the Road Commission, and his visit to Petersburg was for the purpose of inspecting strategic dredging operations in Wrangel Narrows.

A flight begun early in the fall is believed to be one of the most important during the entire three years of operations. Two ships made mapping tours over Kruzof and Chichagof Islands, while another plane made a six-hour and forty-five-minute flight along the mainland to the northwest of Mount Fairweather. This was the largest single flight made by any plane in the detachment.

The same afternoon a formation flight, carrying Dr. P. S. Smith and B. D. Stewart, executive officers of the Geological Survey, as passengers, was made over Taku Glacier and back again.

While mapping a section of the Taku River district recently, the flyers obtained pictures which revealed three hitherto unknown lakes. This discovery is expected to have a tremendous effect upon the new paper and pulp industry in southeastern Alaska, because of the hydro-electric power which the lakes are believed capable of supplying.

AUTOS KILL MORE OLD PEOPLE

OLD people are about four times more likely to be killed in automobile accidents than are the quicker-moving young or middle-aged, declares Dr. E. E. Free in his *Week's Science* (New York). He says:

> The most dangerous thing that a pedestrian can do is to cross a street in the middle of the block. The most dangerous activity for a child is to play in the street. About six-tenths of the automobile fatalities in the United States are caused by an automobile striking a pedestrian; less than two-tenths are due to automobiles colliding with each other. In more than nine-tenths of the reported accidents both the pedestrian and the driver were apparently in normal condition. Only about 3 per cent. of the drivers were drunk, and about half as many pedestrians. The commonest abnormal condition reported for injured pedestrians is that they were "confused by the traffic." Such are a few of the conclusions from a comprehensive study of statistics for automobile accidents in the United States in 1928, assembled and published by the National Safety Council in Chicago. The total number of automobile deaths in 1928 is estimated as 27,500, which indicates the largest automobile death-rate of any important country in the world. It is 6.3 per cent. higher than in 1927. Other accidental deaths are decreasing, but those due to the automobile are steadily increasing. That some progress is being made in blocking this increasing tide of highway murder is indicated, however, by a further fact disclosed by the statistics. Altho the automobile deaths in proportion to the population have doubled since 1920, the deaths in proportion to automobiles in use have decreased about one-third in the same period.

He saved a life . . . and prevented a revolution

Famous specialist calls yeast "best intestinal purifier known . ."

AN ASSASSIN'S BULLET . . . a great Balkan political leader at the point of death . . .

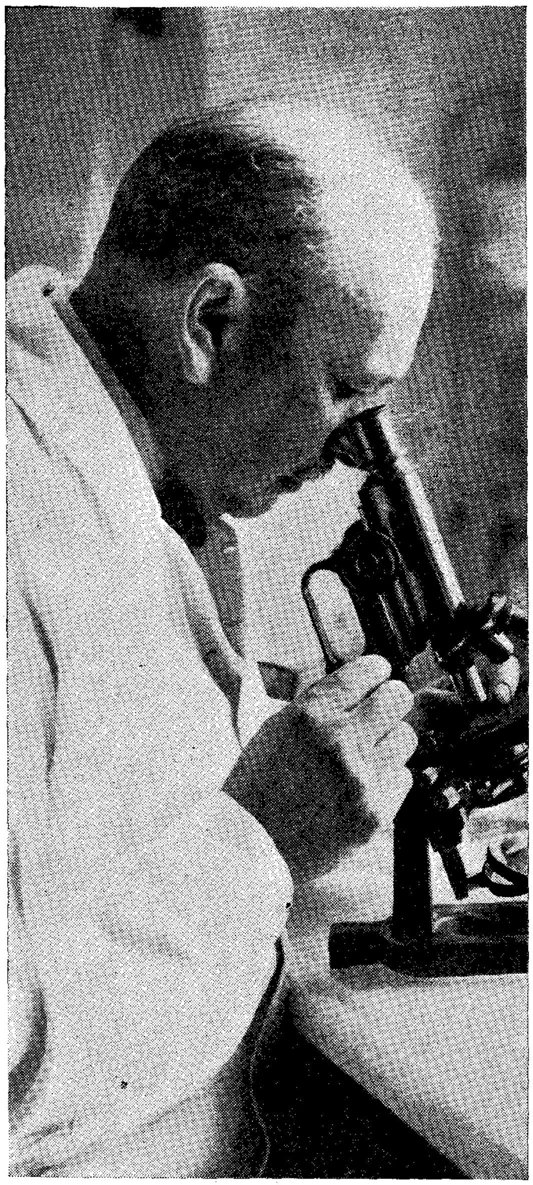
Telephone, airplane—and the noted Dr. Singer of Vienna was at the wounded statesman's bedside . . . He recovered! The gathering clouds of revolution cleared. All Europe breathed more easily, applauded.

Such astonishing feats of medical skill have marked the career of Dr. Gustav Singer, famous Austrian internal specialist. Dr. Singer says:

"The best way to suppress intestinal poisons is a good yeast. It causes constipation to disappear. Another remarkable effect is the disappearance of skin eruptions, which result from intestinal putrefaction.

"The vitamin D in yeast helps keep bones and teeth strong."

Every cake of Fleischmann's Yeast is rich in the *two* indispensable vitamins—vitamin B and the "sunshine" vitamin D so important for building up health after the confining months. Eat 3 cakes daily, following directions on the label. At grocers, restaurants and soda fountains.



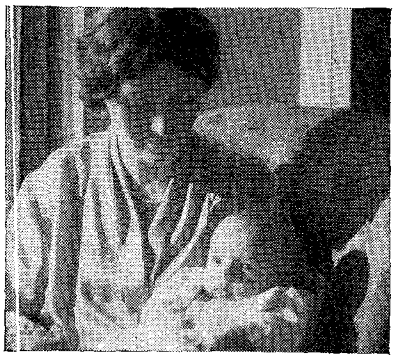
What 3 noted doctors say

Another famous internal specialist, DR. MARTIN MENDELSOHN of the University of Berlin, says, "Yeast tones up the whole system."

The distinguished French stomach specialist, DR. GEORGES FAROY, states, "Yeast encourages digestion and overcomes constipation."

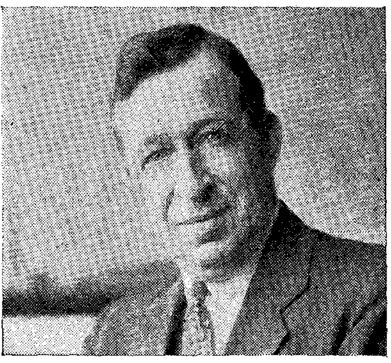
DR. EDVARD EHLERS of Copenhagen, international authority on skin diseases, says, "I invariably prescribe yeast. Its effect is incontestable."

"My doctor advised yeast to clear my system of poison"



(Right) MR. C. B. WEBBER, *of Boston, writes:* "After an illness, I still didn't feel right. My doctor said I hadn't got all the poison out of my system, and ordered yeast. It did everything he said it would."

(Left) "How miserable I was!" *writes* MRS. P. J. RILEY *of Cleveland.* "I had indigestion and constipation and felt only half alive . . . After eating Fleischmann's Yeast my troubles cleared up completely."



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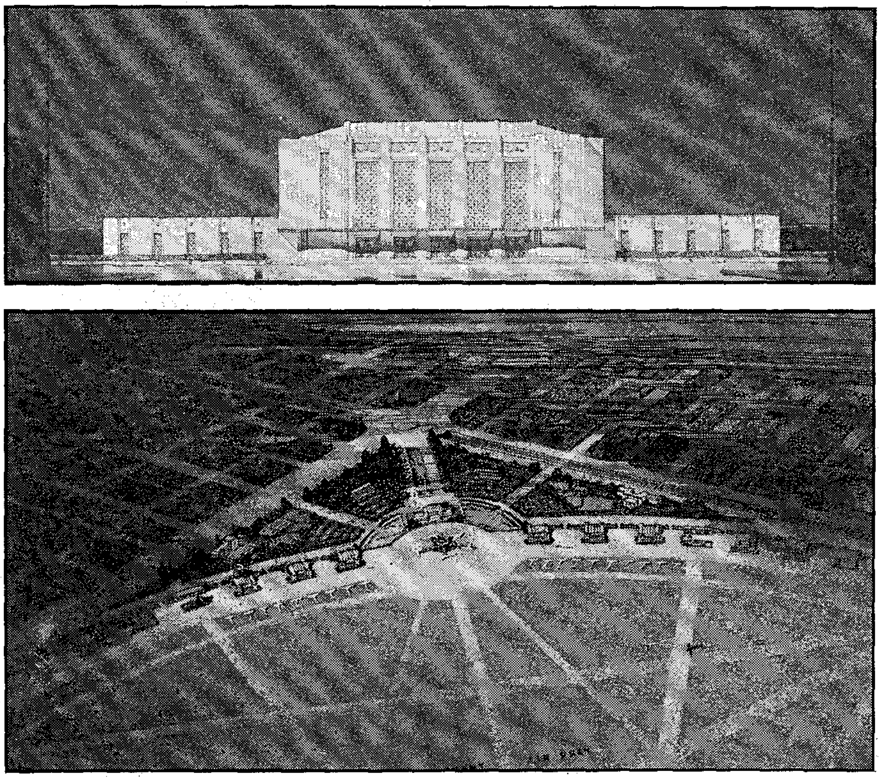
AIRPORTS AS THE HEARTS OF IDEAL BOWL CITIES

BUILT like colossal college football bowls, the great cities where our descendants will live will have their sky-scrapers around the outskirts. The lower buildings will be graduated down in height to the center. Such is the influence of the air age, and such, it seems to Lemuel F. Parton, writing for the Consolidated Press Association, is "the logic of the awards in the National Lehigh Airports Competition." In this contest to find the best airport design, sponsored by the Lehigh Portland Cement Company, 257 architects from all parts of the country submitted plans. A. C. Zimmerman and William H. Harrison, of Los Angeles, won first prize, $5,000. Their provision for low structures, looking forward to bowl-like cities in Mr. Parton's opinion, weighed heavily in the award, we read. Judges in the contest—Charles S. "Casey" Jones, President of Curtiss Flying Service, and Major John Berry, manager of the Cleveland Airport, among them—were particularly intent on noting building heights, and guiding awards to architects who took account of the fact that a plane must have a long, low slant over a landing-field. It is this principle that suggests the bowl-cities of the future, with adequate light and air for all inhabitants.



Illustrations by courtesy of the Lehigh Portland Cement Company

A FLYER'S EYE VIEW OF THE WINNING AIRPORT

The landing-field of the first prize, Zimmerman-Harrison entry in the Lehigh Airports Competition as seen from the air. At the top is the first-prize station-building design of the same competitors.

Turning to the winning design itself, we find a description of Messrs. Zimmerman and Harrison's plan in a press release from competition headquarters. It is quoted from Raymond Hood, architect and chairman of the jury of awards, who said:

The first-prize design was particularly commended by the jury because of its very logical and ingenious use of all elements for the comfort and convenience of passengers and flyers. Visitors and passengers reach the airport through a broad plaza at the junction of two important boulevards, where provision has also been made for underground approach of a subway or a railway.

The approach plaza is developed as a dignified park, and is provided with huge parking spaces for automobiles, arranged in a great semicircle along the passenger terminal. This building has a waiting-room very similar to that of a railroad station, with ticket and information booths, baggage rooms, a large restaurant and lunch-counter, news-stands, and similar facilities. Provision has been made for mail, express, and freight handling, with offices for immigration, customs and public-health officials controlling all incoming passengers from foreign ports.

The passengers go down separate ramps to an underground passage leading to a star-shaped structure at the edge of the flying-field, where telescopic steel tunnels may be extended out on short tracks to reach the doors of arriving or departing planes. The purpose of this arrangement is to keep the passengers protected from the weather at all times, and also to keep them away from revolving propellers on the plane, and to absolutely control their access to the flying-field itself. Thus provision has been made for maximum safety of passengers and planes, which is further enhanced by arranging the runways on the flying-field so that any condition of the wind will provide for take-off in the proper direction. These runways are joined by narrower taxi strips and a broad semicircular apron, which give access to either end of each runway

Spare your guests embarrassment by serving a COFFEE all can enjoy

"TO SLEEP or not to sleep?"—that is the question many guests must ask themselves when coffee is served in the evening. It's embarrassing to refuse—yet unpleasant to spend a sleepless night.

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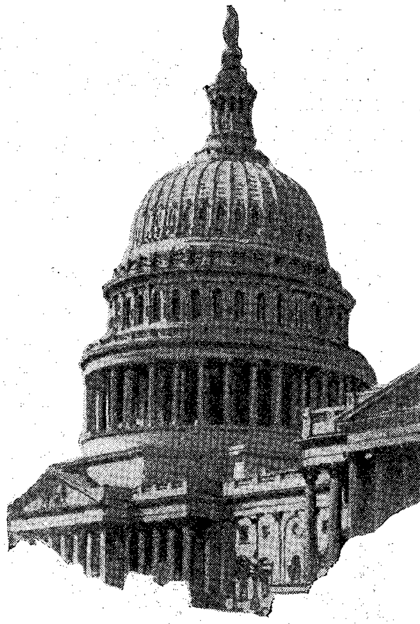

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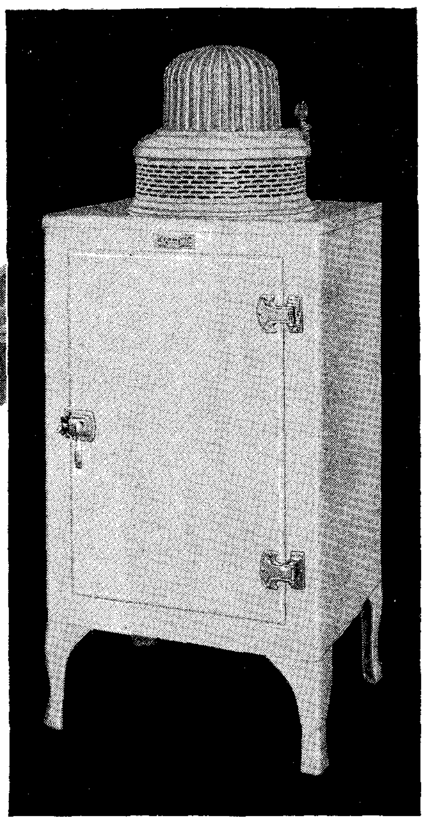
Williams Ice-O-Matic literally pays for itself by the food it saves! On changeable Spring days or during hottest Summer weather, your family's health is protected by the safely low temperatures in its roomy storage space. Mail the coupon now for further interesting facts about this new low cost Williams electric refrigerator—and a new Ice-O-Matic recipe book.



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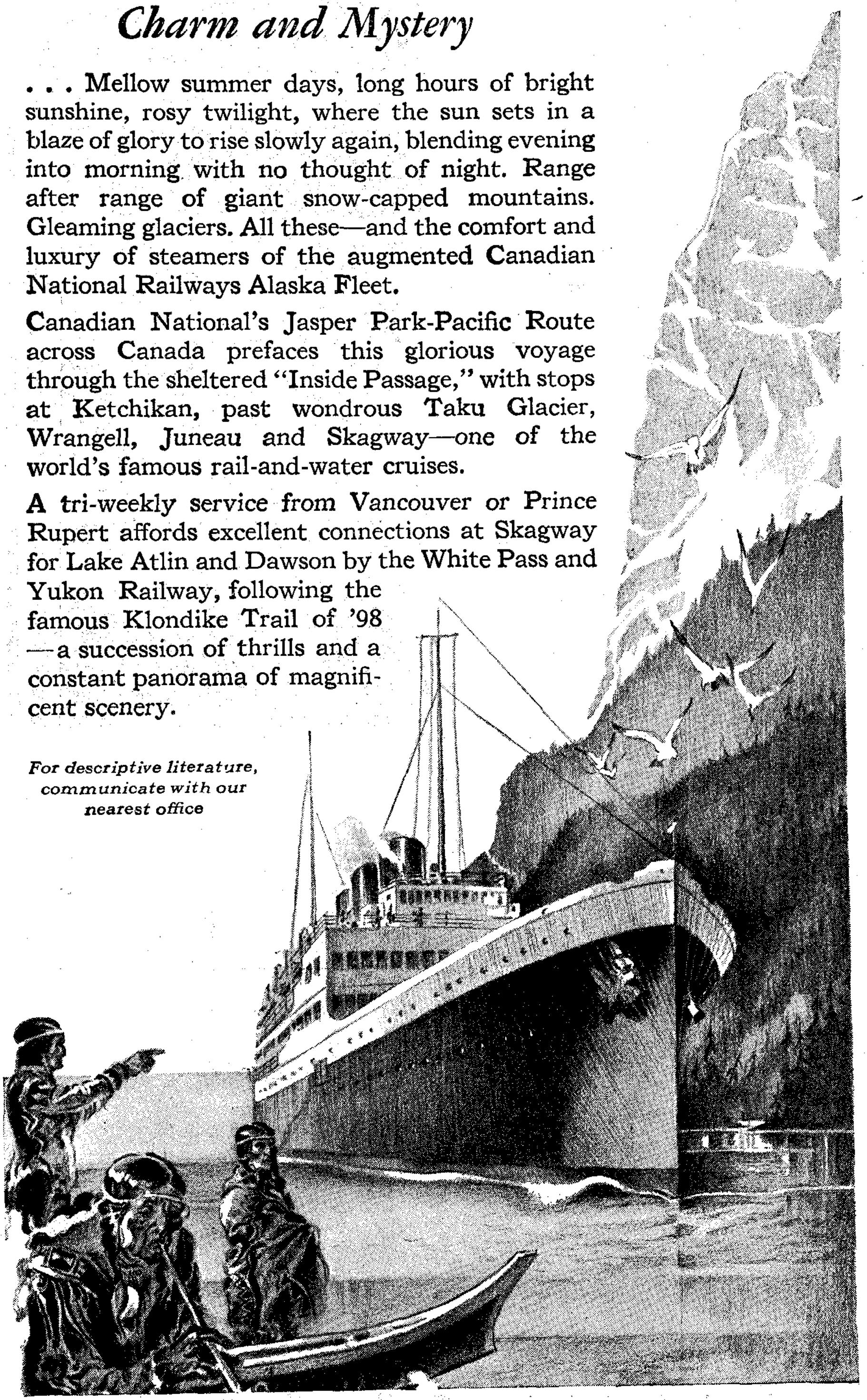

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MOTORING AND AVIATION
Continued

without interfering with other planes that are arriving or departing.

The hangars, service-shops, fire station, and other field facilities are grouped along the semicircular edge of the field. The triangular parking area on either side of the approach plaza is developed for the benefit of visitors, patrons, and the neighboring community, with a small hotel, playground, swimming-pool, stores, shops, and room for such other features as may subsequently prove desirable. Care has been taken to make the entire port attractive from the air as well as from the ground.

Returning to Mr. Parton's Consolidated Press article, we are told of the plans in general that:

Some of the entrants, submitting otherwise excellent designs, thrust tall buildings into the sky, obtaining economy of space and larger open areas on the field, but obviously adding danger and difficulty to the approach and landing.

This concentrating on building height, or rather the lack of it, is perhaps the first instance in which ground and air interests are shown in competition for sky space. Just now the pioneers of commercial aviation are intensely concerned with keeping the aerial gangways as clear as possible in and around the landing-fields. They are looking ahead to what they foresee as the inevitable development of suburban areas into virtually new cities around great airports, just as innumerable American towns and cities were built around the railroads.

The latter was haphazard development, with purely utilitarian considerations uppermost. It was inevitable that factories and warehouses should be built near the railroads, or in places accessible by spurs. Such city building served economic, but not esthetic uses. Development, from Kansas tank towns to such Gargantuan cities as Chicago was solely a scramble for advantageous business sites, with virtually no city planning, with the result that most rail approaches to American cities became ugly, smoky, and odorous.

Within the last year, the Pennsylvania, New York Central, and other railroads have integrated air and rail systems. The airport planners believe that the development of airports and surrounding regions should not be left to the same hit-or-miss outcome as the development incidental to rail transportation.

Mr. Hood, too, spoke further of the other designs. As quoted in the press release already mentioned, he said:

The second-prize design, submitted by Gifford Rich, of Chicago, makes similar provision for the comfort and protection of passengers and visitors to the port. The main passenger terminal, of modernistic design, has great overhead wings under which arriving and departing planes may stop, and where the passengers are protected during inclement weather. An entrance plaza with appropriate public buildings, including a hotel, stores, salesrooms for airplanes and automobiles, and recreational facilities, connects the passenger terminal with the main highways intersecting near the airport. The field itself is equipped with four landing strips crossing each other near the terminal buildings, and connected near their ends by a narrower taxi strip of circular shape.

The joint plan of Odd Nansen, of East Orange, New Jersey, and Latham C. Squire, of New York City, which was awarded third prize, employs a rectangular flying-field with the major terminal buildings arranged along one side, adjacent to a future park and plaza, which will be developed as traffic and business conditions require. The plaza would contain its own railway terminal with underground approaches, a hotel, fair grounds, grandstand, stores, shops, and other appropriate business and recreational activities. The airport passenger terminal has two sets of covered docks for the incoming and outgoing planes, which flank either side of the central waiting-rooms.

The fourth-prize design, by Will Rice Amon, New York architect, is based on a circular flying-field with parallel runways crossing the field in four directions, and separating incoming and departing planes. A modernistic main terminal building, with covered wings for loading and unloading passengers, is placed at the edge of the field and facing a plaza surrounded by stores, shops, a hotel, and other structures serving the needs of a busy airport.

HOW COAST-GUARD AIRPLANES SAVE LIVES AND SPOT SMUGGLERS

THE "stern and rockbound coast" of New England was battered by a vicious storm. Ships could not leave port, so great was the fury of wind and wave. Suddenly, above the howling of the gale the telephone was heard ringing in a coast-guard station.

"My husband!" said the woman on the other end of the wire. Her voice was choked with terror and anxiety. "He's four days overdue! Can't you find him for me?"

"A boat couldn't go out in this storm. That's impossible," replied the man who answered the phone. "But we'll try. We'll do our best."

An airplane pilot attached to the guard went out on the search on behalf of the wife of the missing seaman, we learn from an article by George Gardner in the New York *Herald Tribune*. He took off in his plane "in the terrific gale and searched the coast-line as far as Maine, flying into harbors to see if the boat had put in to wait for calmer weather. He found her in Biddeford Harbor, her crew safe, but impatient at the delay, and relayed the word back to the home port."

This was one of the more spectacular ways in which the airplane has aided the Coast Guard, which, according to the writer, took to the air about four years ago. But many more uses for aircraft have been found by this branch of the national service, Mr. Gardner tells us, continuing:

> The Coast Guard found that the airplane adapted itself naturally to the work which it was required to do. The quickest way to find a man adrift in a small boat is with an airplane, say the officers of the Coast Guard aviation unit, and they can cite many rescues effected in this way to prove their contention.
>
> An airplane observer, too, has a better

Summer in the California

that's centered by San Francisco!

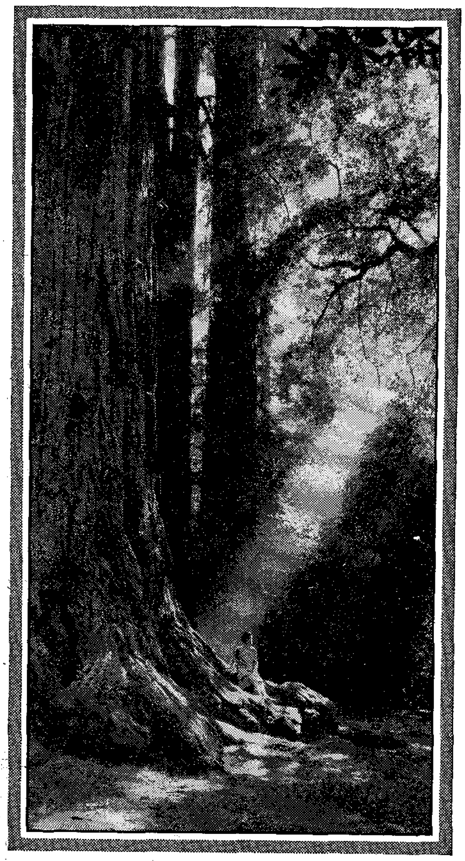
Where thousands came once to visit and returned again to live as they had only dreamed of playing—there surely, you'll enjoy this summer . . .

California: where one day's lure is high-hilled San Francisco—the next your choice of half a hundred other fascinating places, down beside the sea or thrust by mountains into philosophic skies!

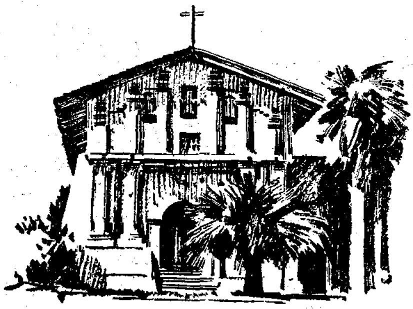
California calls you to a freedom for the body and the mind ...calls you from Yosemite and Lake Tahoe, from mountain lakes and streams, and Redwood forests; debonair Del Monte and the like, where golf is played above a yacht-flecked ocean; and from San Francisco, with its secret . . . of buoyant, joyous living.

San Francisco, America's coolest summer city, is right in the center of this great vacationland and part of it . . . a worldly, cultured, cosmopolitan part.

Here is headquarters city for the business of the whole Pacific Coast. And here a future that perhaps you'll want to make your own.



California calls you . . . from mountain lakes and streams, and Redwood forests



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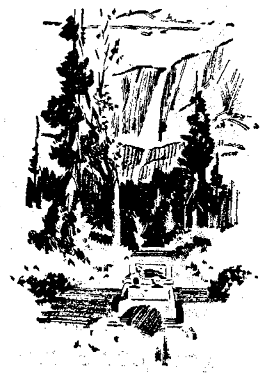

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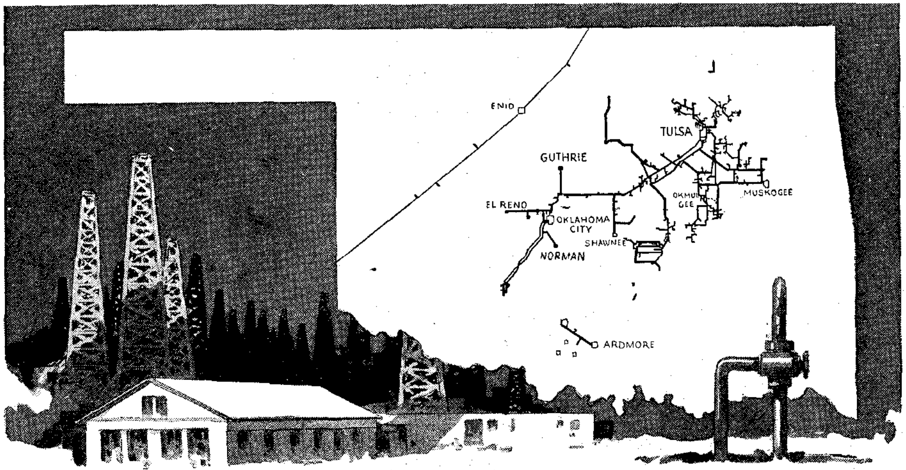

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Leading economists say that Oklahoma is destined to lead the South, industrially. This state possesses in amazing measure, ALL of the essentials for industrial development,—Raw Materials, Agriculture, Fuel, Labor, Good Transportation, Ideal Living Conditions, Market.

As a possessor and producer of raw materials Oklahoma is a prodigy among the states. Admitted to statehood only in 1907, already she stands first in production of petroleum and zinc, second in all minerals, third in cotton, fourth in lead, fifth in wheat, ninth in value of crops. She is one of only 6 states producing over a billion dollars worth of raw materials annually.

Even more remarkable is her position as a fuel center, for she today leads all other sections of the entire world as a storehouse and producer of fuels. She is the leading gas and petroleum state, producing one-fifth of the nation's supply of natural gas. When—if ever—gas and oil give out, she will match any other section in the world in coal reserves, with 90 billion tons of high grade coal.

Oklahoma is today the world's choice location for industries which use or should use the best and cleanest of industrial fuels, Natural Gas. Such industries are invited to write our Industrial Department. No obligation will be incurred and all correspondence will be treated as confidential.

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MOTORING AND AVIATION
Continued

chance of spotting a small speed boat attempting to make the shore with contraband, for the boat is so low in the water that it might be missed by the men aboard a surface craft, unless they were close to it.

Since these two duties are perhaps the most important for which the United States Coast Guard is responsible, its aviation officers feel they are justified in saying that airplanes "can do practically anything the Coast Guard is asked to do except to tow." The pilots of this service have been flying for the Coast Guard since the unit was established in March, 1926.

The duty of watching for rum-runners has been added to the work of the Coast Guard since Prohibition, its officers proceeding against rum-ships by virtue of the same statutes that apply to all smugglers. Rum-ships can be spotted from the Coast Guard planes in the same way that other smugglers are found.

Families of mariners along the coast for years "have taken it for granted that the Coast Guard will locate their seafaring husbands and sons when a storm has kept them out longer than they intended." We have already seen an example of this. And there are others who are benefited. For example:

Transatlantic flyers have been aided by the Coast Guard pilots. Lieut. Leonard P. Melka at one time seemed to have become the unofficial "transatlantic pacemaker," accompanying flyers several miles out to sea when they left for Europe.

At that time the two French aviators, Coli and Nungesser, were overdue in America after an ocean flight. Coast Guard pilots set our to search for them along the coast, and for 200 miles out at sea. They found no trace of the flyers or their plane.

The service now is operating with four planes, two of them Loening amphibians and two Vought seaplanes. One of each type is stationed at Gloucester, Massachusetts, and the other two ships are at Cape May. The original equipment included another Loening, and the four ships now flown by the Coast Guard pilots have been flying constantly since the aviation unit was inaugurated.

The Coast Guard plane need not be as speedy as a long-range aircraft, but it must be able to cruise for a long time, even in bad weather. That is because its work will keep it aloft searching wide areas for straying boats.

A few figures will show the superiority of the plane to a surface craft in such a search. Coast Guard officers credit a ship with the ability to cover 200 square miles an hour, assuming a visibility of five miles in every direction and a speed of about twenty miles an hour.

But from a plane an observer can see about ten miles in every direction, and flying at 125 miles an hour he can cover about 1,250 square miles in an hour. More than this, he has a better chance of seeing an object that is low in the water—a fishing dory, for example.

When an object is spotted it is the practise for the plane to give its location by radio to a ship, so that the vessel can proceed to the spot. In case of emergency, however, the plane might descend upon the water to rescue a man.

A service to aviation that the Coast Guard offers to all pilots who apply for it is the aircraft checking system along the Atlantic coast, we are told as the account runs on:

> A plane flying along the coast is checked at every Coast Guard station, if the pilot has put the system into operation by calling one of the offices.
>
> He need only telephone the nearest district commander or the nearest station, ask to be checked, and tell what kind of plane he will fly, its license number, the speed at which he intends to fly, and his point of departure, and destination. Then he will follow the coast line, flying over each Coast Guard station.
>
> The stations are so close together that reports of a flight down the coast often come in with the plane reported at two stations at the same time—due usually to a variation of a minute or two in the clocks. If a plane fails to pass a station when it is expected, the Coast Guard notifies the airport from which it came, or the owner—making no public announcement itself for fear of inspiring undue alarm when a plane may have landed safely, but unexpectedly. If a plane is overdue at any point for two hours without explanation, search is started immediately.
>
> There are 203 stations along the Atlantic coast that render this service, all connected by telephone, and in constant communication with headquarters. Pilots also may check their positions by reference to the numbers on the stations over which they pass, if these are shown on their maps.

WHERE CAN GOOD AUTOMOBILES GO WHEN THEY DIE?

YOU can't drive it, because it isn't safe. You can't desert it along a lonely road, because that's against the law, in many States at least.

You can't drive it into the river, because that's against the law, too.

You can't sell it because not even the junk man will give you money for it.

You can't give it away, because no one will have it as a gift.

As white elephants go, the ancient car can sometimes be the whitest of them all, laments William Ullman, writing on the disposal of junk automobiles in a copyrighted article for Ullman Feature Service.

The problem of disposing of the useless automobile is acute. Twenty-five millions of them must be supplied with a last resting place within the next ten years, Mr. Ullman tells us. But no one knows where or how.

George U. Harvey, President of the Borough of Queens, New York City, tried to do something to solve the problem, and wanted Henry Ford to help. He assumed that since Mr. Ford is an expert in making cars appear, he should also be expert in making them disappear. His idea elicited sympathy, but little agreement. Said the St. Louis *Globe-Democrat:*

> Common justice will not permit general approval of Mr. Harvey's suggestion that the most prolific producer of automotive equipment in the world should bear a part

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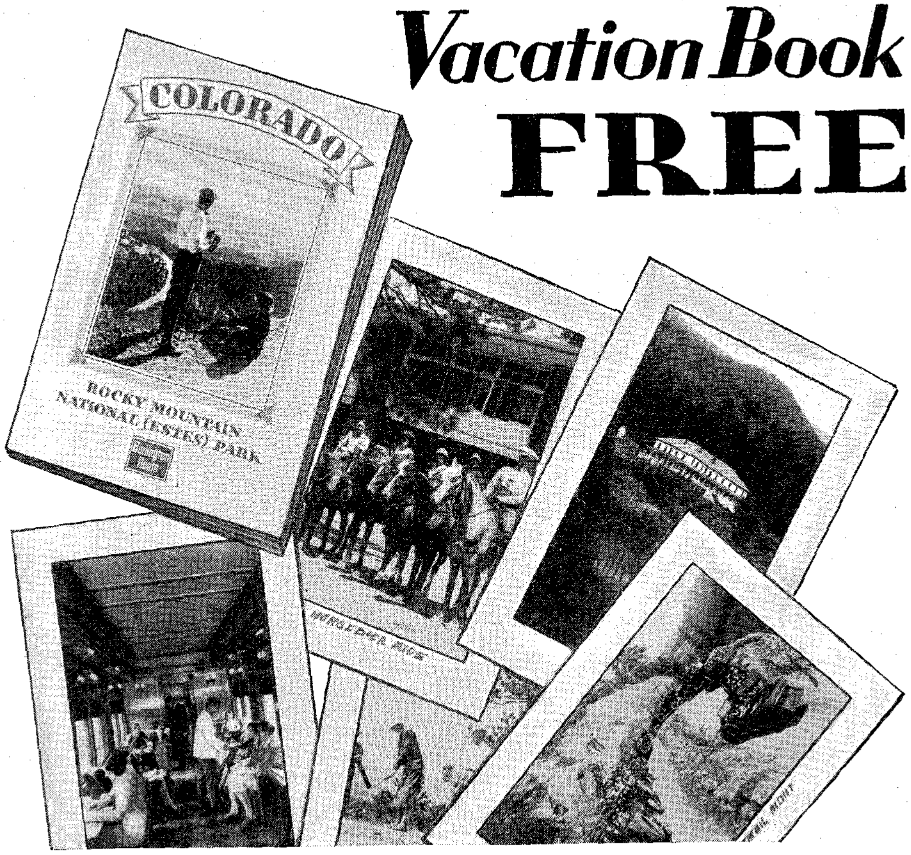

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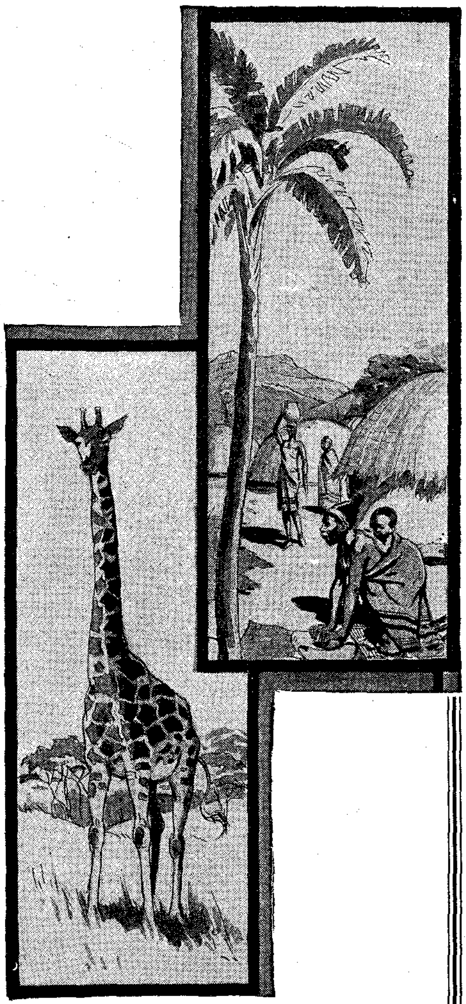

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MOTORING AND AVIATION
Continued

of the responsibility for the removal of the unsightly junk.

This manufacturer is no more responsible, morally, for clearing the countryside of outworn automobiles than the producer of food is responsible for gathering up all the tin cans that clutter up the ash-heaps and vacant lots. The responsibility in both cases rests with the most recent owner. The position of the Borough President would be as logical if he sought to have the peanut growers of the South clean up all the circus grounds and baseball parks and other places of great peanut consumption; or that the makers of ships be compelled to dispose of the wrecks.

But President Harvey has his finger on a problem that needs solution. The processes of rust and other forms of disintegration are not keeping up with automobile manufacture and the millions of new cars that come to the users each year.

We must believe that a considerable number of cars that are worn beyond further use are thoroughly junked, and other use made of the parts and materials, so that they disappear entirely as automobiles or automobile wrecks. But the evidence of sight proves that many thousands are shunted to vacant lots and roadside disposal to remain eyesores to all who pass. The automobile as an institution is not old enough for students of disposal to make a fair computation of how long nature must work to obliterate the old wrecks, for, surely, some of the first still rest on city lots and along the nation's roads.

Returning to the problem of what to do with the 25,000,000 automobiles that will go out of service during the next decade, we find Mr. Ullman writing:

Assuming that each of them takes up on an average of fifty square feet, it would take a cemetery containing 1,250,000,000 square feet to bury them, leaving no space between the "corpses."

There are 25,000,000 motor-vehicles, and approximately 500,000 miles of surfaced highway in the United States. That means fifty motor-vehicles to the mile. In seven years these cars all will have died. Where will they be buried, along with numerous others that will have met death prematurely in accidents?

"It is something to think about," says one of the most progressive State motor-vehicle officials. The average man must agree.

The part of the junk dealer in the situation is set forth by the Motor Vehicle Commissioner of Connecticut as follows:

"He is responsible for the car cemeteries which are beginning to appear alongside our roads, some of them located in the most beautiful sections of the State. At present the size, extent, and general ugliness of these attest the popularity and probable profit of this kind of business.

"While there does not appear to be any method at the present time whereby the defacement of scenery and loss of attractiveness on the side of highways caused by such spectacles can be met, there should be some way devised by which owners of land are prevented from making it a public nuisance. The argument in favor of this is perhaps idealistic, but it is practical nevertheless.

"The scenery has a real and practical

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value. People are attracted by the surroundings more than by any other characteristic to purchase real estate, to build homes, and to use land for vacation purposes. Apparently it is perfectly possible under existing laws to restrain other nuisances; for instance, the law may be invoked to prevent the erection of a slaughter-house or a soap-factory in an unsuitable place. Why should there not be a law to prevent a man from making a nuisance in an esthetic sense, and thereby preserve for home-builders the practical value of real estate?"

The course of the junk dealer, who might be assumed to be a big factor in solving the problem, obviously is one hedged about with its particular difficulties.

More and more States are compelling the junking of unsafe automobiles, we learn. Massachusetts, Connecticut, Pennsylvania, Maryland, New Jersey, and New York are among those which are seeking to get such cars off the highway. But where to put them once they are off the highway is another question, to which Mr. Ullman gives consideration:

> Why not dismantle them? Why not drive them out along some country road and leave them? Why not drive them into the river? Or, into some farmer's pasture? Why not literally bury them in holes that are to be filled for building or something similar?
>
> Those engaged in the efforts to dispose of old cars have definite answers for all these proposed solutions.
>
> Take that with reference to dismantling the decrepit car. Thousands are being dismantled all the time. Junk dealers started it. Automobile dealers through their trade bodies later got into the business. Dismantling a car, however, they have found does not remove all traces of it from the face of the earth. Engine and drive mechanism as to certain parts are about all that is worth dismantling. Usually, there is left the body, the chassis, the tireless wheels—as forlorn a sight as any one would care to see. That has to be disposed of after the dismantling. So, the process does not solve the problem.
>
> Dumping old automobiles into holes that are to be filled up for building or other purposes is practised to a limited extent. Only, however, where the cars and the holes are fairly close together. If it is necessary to move the car to the hole, the handling involved makes the move economically unwise.
>
> Many ideas have been tried and are being tried, it is pointed out. Some are successful in some places; others elsewhere. None, however, is completely the answer to the problem.

Hang Crape on the Door.—

Brown tried to sass
  A traffic cop—
Now in the jail
  He wields a mop.

Green took 'em off
  'Fore the first of May—
Now on a harp
  He tries to play.

White blew a cornet
  Near my room—
Now o'er his grave
  The daisies bloom.

—*Florida Times-Union.*

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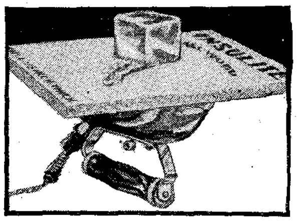

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INVESTMENTS ▾ AND ▾ FINANCE

LOWER BANK RATES AS BUSINESS BOOSTERS

ALL OVER THE WORLD they are cutting the bank rates. This means that cheaper money is everywhere available. More than thirty banks of issue have lowered their rates since the end of last October, and the picture was rounded out early this month when the New York Reserve Bank cut its rate for rediscounts from 4½ down to 4 per cent.

Speaking internationally, all this is what the Boston *News Bureau* calls a "sure proof of restored credit comfort," meaning that after the tension of last fall there is again on both sides of the ocean "monetary ease and strength, and world bank rates are reflecting it."

LOWER bank rates all over the world, financial authorities say, mean cheaper money, easier borrowing, more active business. Lower rates in this country are looked on as a Federal Reserve system move to speed business recovery. A Reserve Bank's rediscount rate is the interest it charges when it takes over notes, or "commercial paper," held by its member banks. This rate reflects existing supply-and-demand conditions in the money market, and is a standard which affects interest rates generally.

The wisdom of the New York reduction, which was followed by similar action by other Reserve banks, is generally acknowledged by the press, tho there are one or two conspicuous exceptions, as will be noted later. The New York move, writes Paul Willard Garrett, financial editor of the New York *Evening Post*, "is the system's way of saying that the desire to speed recovery in business will dominate Reserve action until that objective is obtained." "Cheap money is the one remedy for declining business, that when provided promptly always works a cure," continues Mr. Garrett, and "the present cut must be regarded as a bold use of Reserve powers to stimulate new life in industry through a timely injection of cheap money." Says David Lawrence in a Consolidated Press dispatch from Washington: "It is a sign of a decided improvement in industry and a favorable outlook in business."

The New York rate was changed from 4½ to 4 per cent. on February 6, being that bank's reduction since the stock-market break of last October. It came, interestingly enough, on the same day that the Bank of England pared down its rate from 5 to 4½ per cent.

Other Federal Reserve banks moved toward lower rates at about the same time, including those in Richmond, Chicago, Cleveland, Minneapolis, St. Louis, and Dallas. By the time February was ten days old, the 4½-per-cent. rate was established in Boston, Philadelphia, Cleveland, Richmond, Atlanta, Minneapolis, Kansas City, Dallas, San Francisco, and St. Louis, while Chicago and New York were down to 4 per cent. It was being freely predicted in the financial columns that other banks would come down to the 4-per-cent. rate before many weeks.

The effects of these various reductions on business and on the man in the street are reflected in a survey made by the New York *World* among bankers, economists, and financiers. The answers were complex, but, we read in *The World*, they resolved themselves into the following consensus:

> The reduction in the Federal Reserve rediscount rate is a recognition of a condition of plentiful funds already existing.
>
> The immediate effect will be largely psychological. It should lead to a better outlook. The cheaper funds should stimulate building, increase employment, and lead to better economic conditions everywhere. It might increase speculation.
>
> The immediate effect on the average citizen will be negligible.
>
> Rates for time loans and long-term mortgages will be slow to change, altho they may do so eventually. The chief effect will be the indirect stimulus of better business conditions.
>
> The present condition of a low Federal Reserve rate means that normal conditions are in the country. It is a healthy situation, and should remain unchanged for a long time.

One unnamed banker is quoted by *The World* as saying:

> The first effect of the reduction of the rediscount rate will be on the rates short-time borrowers pay.
>
> There is a distinct relationship between the rediscount rate, the commercial-paper rate, and the volume of discounts for member banks.
>
> The second and most important effect is the psychological action.
>
> A rediscount rate change is a public recognition by a qualified body that there has been a change in the financial situation. It makes banks more willing to lend money, and makes business men more willing to go ahead with enterprises. Conversely, it may increase speculation, but the line between business enterprise and speculation can not be accurately drawn. One runs into the other.
>
> The third effect will be on the bond, mortgage, and security markets. The banks and loan companies know they can get money to carry them more readily. They will be more ready to make loans, but a decline in mortgage rates is slow to come.
>
> The fourth effect is that the reduction enables foreign centers to reduce their rates and take pressure off world markets. This acts to increase foreign business and exports.

"It is axiomatic in economics and banking that abundant credit at cheap rates acts as one of the major stimulants of business," reports the New York *Herald Tribune*, also reflecting Metropolitan financial opinion:

> While industrial activity rebounded sharply last month from the low levels reached in November and December, that revival was to be attributed largely to seasonal factors. Even at its present increased pace, business, measured by such barometers as steel output, building, car loadings, employment, payrolls, bank clearings, etc., is still somewhat below normal. Moreover, a severe test is just ahead when the time comes, within the next few weeks, for business to display the quickening tendency which in normal times marks the approaching of the spring season.

The danger that a 4-per-cent. rediscount rate in New York might inflame the speculative imagination of the American public can scarcely be taken seriously, *The Herald Tribune* argues: "first, because the memory of what happened in Wall Street last October and November is still extremely fresh; second, because a 4-per-cent. rate is a 'low' rate only when measured beside the abnormally high rate of 6 per cent. in force during the latter half of 1929."

Rate-reductions "indicate nothing with certainty respecting a revival of speculative trading in stocks," thinks the New York *Evening World:* "that market is waiting for signs of a definite upward turn in general industry and business, and not for easier money, which is an effect of industrial lassitude, and never a cause of speculative upstarting."

Taking a different view-point, the New York *Journal of Commerce* insists that the cut of rates in New York and elsewhere "will be solely influential in encouraging speculative loans; neither the raising nor the lowering of the discount rate in the past year has had any effect upon the cost of funds to the real business men of the country." And in the Chicago *Journal of Commerce*, Glenn Griswold sees something not unlike politics behind the rate changes:

> The Treasury Department and the Administration believe that good business is good politics, and that good business can be manufactured whenever the political situation demands it, by reducing discount rates, releasing credit through open-market operations, and injecting credit inflation into the business

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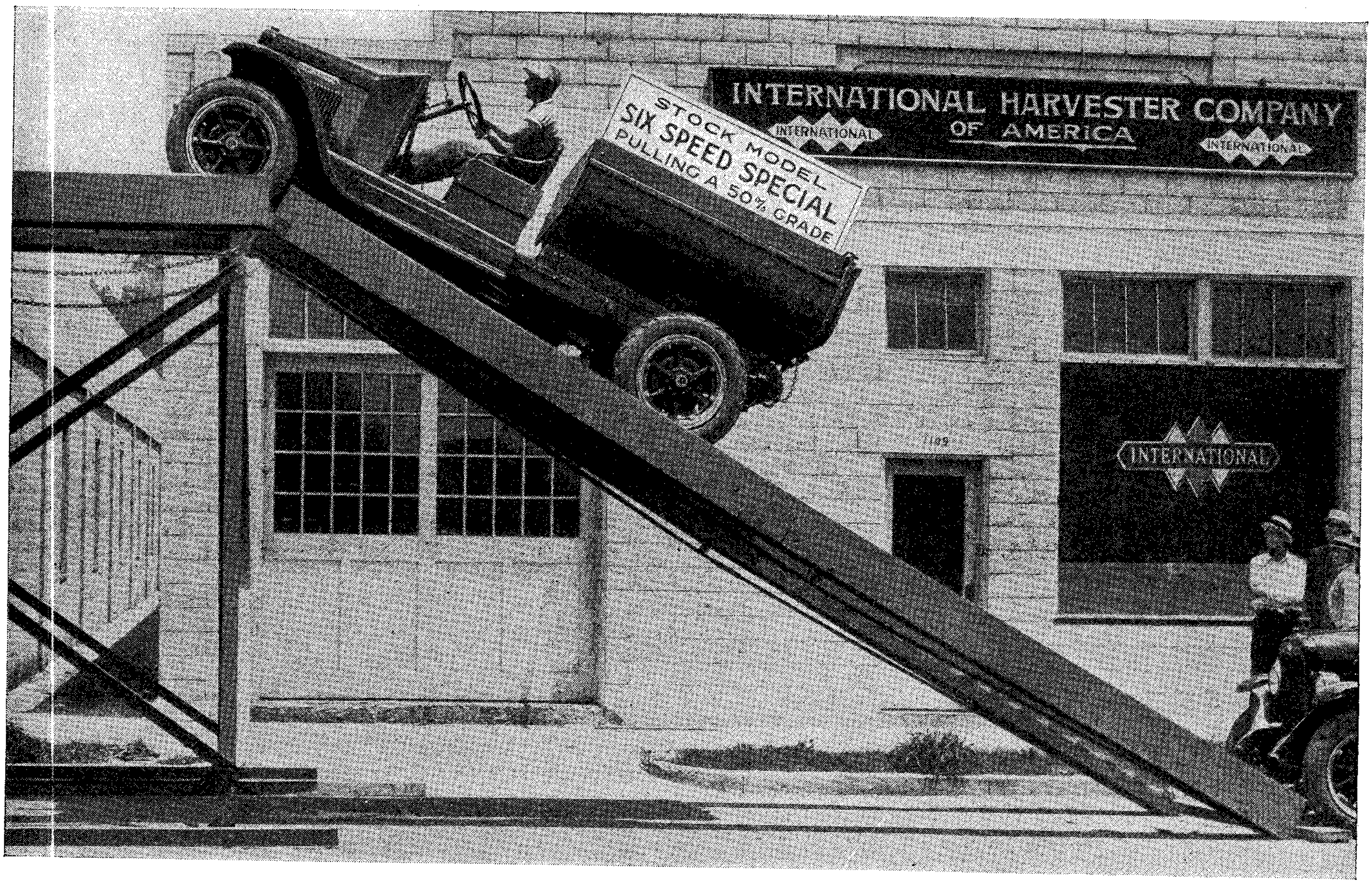

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INVESTMENTS AND FINANCE
Continued

structure. Any other excuse seems almost impossible to find at this time.

The world-wide relaxation of credit since the stock-market smash is reflected, we read in the New York *Times*, in the fact that since the end of October more than thirty reductions in central bank rates, involving sixteen banks of issue, have taken place, and some of these banks, like the Bank of England, have effected four successive cuts. The movement began before the end of October when the Bank of England and the New York Federal Reserve Bank reduced their rates respectively from 6½ per cent. to 6, and from 6 per cent. to 5 per cent. Then these changes took place in November:

Date	*Bank*	*Change in P. C.*
Nov. 1	Bank of the Netherlands	5½ to 5
Nov. 2	Reichsbank	7½ to 7
Nov. 2	Bank of Danzig	6½ to 6
Nov. 4	National Bank of Hungary	8 to 7½
Nov. 14	National Bank of Belgium	5 to 4½
Nov. 15	Federal Reserve Bank of New York	5 to 4½
Nov. 15	Bank of Poland	9 to 8½
Nov. 16	Bank of the Netherlands	5 to 4½
Nov. 21	Bank of England	6 to 5½
Nov. 22	Bank of Norway	6 to 5½
Nov. 23	Austrian National Bank	8½ to 8
Nov. 23	Bank of Danzig	6½ to 6
Nov. 23	Reserve Bank of Peru	8 to 7
Nov. 26	National Bank of Rumania	9½ to 9

In December came these changes:

Date	*Bank*	*Change in P. C.*
Dec. 9	Austrian National Bank	8 to 7½
Dec. 12	Bank of England	5½ to 5
Dec. 13	Bank of Sweden	5½ to 5
Dec. 27	Bank of Denmark	5½ to 5
Dec. 28	Bank of Norway	5½ to 5

The most notable cut in January was that of the Bank of France, which went down to the lowest rate in the world, 3 per cent., a level which last obtained in France in 1912. *The Times* then lists the January changes:

Date	*Bank*	*Change in P. C.*
Jan. 1	Bank of Belgium	4½ to 3½
Jan. 1	Bank of Sweden	5 to 4½
Jan. 14	Reichsbank	7 to 6½
Jan. 14	Central Bank of Ecuador	10 to 9
Jan. 16	Bank of the Netherlands	4½ to 4
Jan. 25	Austrian National Bank	7½ to 7
Jan. 25	National Bank of Hungary	7½ to 7
Jan. 31	Bank of France	3½ to 3
Jan. 31	Bank of Poland	8½ to 8

Early in February the Reichsbank reduced its rate from 6½ to 6 per cent.; the Bank of England reduced from 5 to 4½ per cent., and the Bank of Ireland came down from 6 to 5½ per cent.

This cheapening of money should stimulate business and, says *The Wall Street Journal*, it "forecasts improved conditions abroad, which, in turn, will have a favorable effect upon conditions in the United States." "As the world is now one big trading market, business in the United States is vitally interested in these foreign developments."

A EUROPEAN CRITIC OF THE HOOVER PROSPERITY PULMOTOR

NOW that definite results are being reported, from the Hoover campaign, to increase employment and bring back prosperity, attention is being given to somewhat tardy critics of the plan.

The most important is Prof. Gustav Cassel, the Swedish economist, whose recent assertion that the program is "a mistake of the first magnitude," calls forth rebuttal from our press. The New York *World* thinks that the Swedish authority on finance doesn't understand the economic situation here:

> He assumes that the high money rates which have recently prevailed here indicate a shortage of capital, and that a diversion of the limited supply into public construction work and other projects, stimulated under government encouragement, will defeat the very object at which the President aims. Professor Cassel's major premise is wrong; the United States has an ample supply of capital, and this destroys the value of his conclusions.

The Cassel statement seems to a writer in *The Magazine of Wall Street* to be an example of a "thin but steady stream of pessimistic sentiment" coming from Europe, and—the wish may be "father to the thought." Professor Cassel, we are reminded, is quoted as saying:

> Apart from certain psychological considerations, the program of the President is to be considered a mistake of the first magnitude. It rests, first, upon an incorrect conception of the situation as it actually exists, and, second, upon an exaggerated idea of the ability of the Government in the premises. If success is attained in creating employment through the instigation of special construction, it is perfectly clear that the savings of the nation will be thus absorbed, and, in consequence, the amount of savings left for normal enlargement of genuine capital equipment will be decreased.

Taking up first the noted economist's assertion of the impossibility of the stabilization plan, the writer in *The Magazine of Wall Street*, Mr. Arthur M. Leinbach, calls attention to the way in which industrial leaders and State, municipal, and Federal officials are actually rushing new construction, and he asks Professor Cassel "to concede that, for better or for worse, President Hoover's prosperity campaign can become, and indeed is at this minute operative."

Professor Cassel's argument that the plan is economically unsound, anyway, is stated as follows:

> Every effort in this direction, especially if it is made by the Government, must lead to a squandering of the essentially already inadequate reserves (of capital), and consequently to a weakening of the entire economic structure.
>
> Government interference to enlarge plants and increase industrial equipment might possibly be a reasonable policy if a surplus of savings actually existed. The Hoover program appears to proceed upon the assumption that this latter situation actually exists. In his message to Congress, the President announced to the world that

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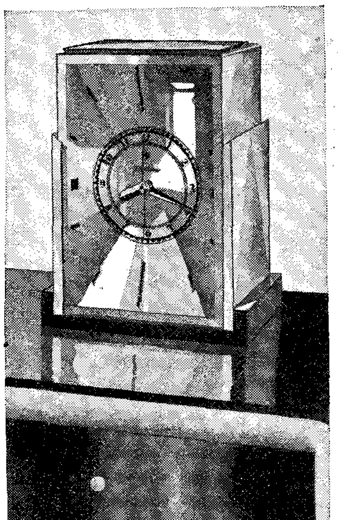

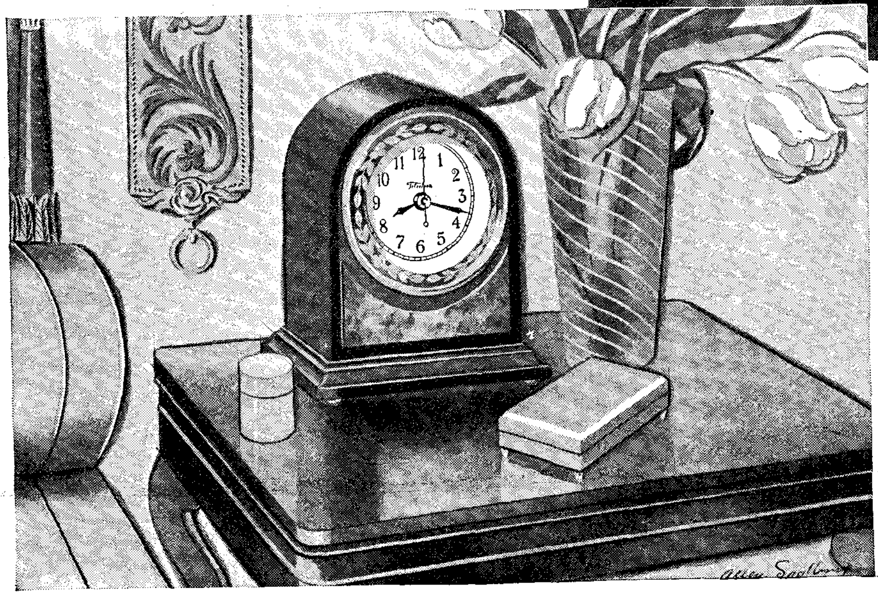

INVESTMENTS AND FINANCE
Continued

American capital had to an unusual degree been employed in stock-market speculation, and that the collapse of values in the stock market would free this capital and make it available to industry. The Government sees it as its duty, accordingly, to create employment for this large increase in available capital funds.

Each step in this process of reasoning is a fallacy. Stock-market speculation as such has never absorbed any capital, and can never absorb any. In consequence, capital can not flow from the stock market back into industry. Finally there is at the present time little idle capital in America for which one has special anxiety to find employment.

First of all, in reply to this, the writer in *The Magazine of Wall Street* says that banking statistics seem to prove that capital actually has been released from the security markets for other purposes. But then, Professor Cassel falls back on the "rather academic" argument that "stock-market speculation as such has never absorbed any capital and can never absorb any." Mr. Leinbach considers such reasoning the result of European failure to distinguish between European and American stock-exchange practises:

> There are two kinds of capital that support operations on the New York Stock Exchange and other American share markets. One is the equity capital of investors and speculators, and the other is the loans which these stock buyers obtain to support their operations. Changing values of the equity in one's stocks may perhaps be said to represent no real change in the national wealth, neither does the mere passing of ownership absorb capital. But the amount of bank credit and private liquid capital that a speculative movement on the New York Stock Exchange requires to finance all of the daily transactions, where any form of borrowing is involved is a real absorption of capital. That is the essential nature of speculation on credit—it is conducted largely with borrowed capital.

But the Cassel pronouncement has, it is admitted, some practical value because it raises the question as to where the funds are coming from to finance the new construction work. After all, we are told—

> Most of them must and will come from the current savings of the nation, which are around $15,000,000,000 a year. The Hoover program of managed restoration of prosperity simply tends to put savings to work a little sooner than would be the case in the "natural" course. Cassel thinks that in the normal *laissez-faire* course of recovery a good share of these funds would go into foreign loans; where, he argues, they would immediately benefit both foreign and American business (through stimulated exports), and the latter in a better way than by forced expenditures in public works and the industrial plants that are not immediately productive. He may be right, but it would have been both futile and politically fatal for the President to have advocated foreign loans when people at home were scratching for cash. Possibly, we here tap the milk in Cassel's

critique—fear that loans will not flow to Europe from American industrial lethargy.

Professor Cassel's argument, which is printed at length in the news columns of the New York *Journal of Commerce*, is taken somewhat more seriously by that newspaper. It believes that the reasoning "undoubtedly runs parallel to the view that has been entertained by many persons in the United States." On the other hand, *The Journal of Commerce* feels that the Swedish observer fails to take account of special conditions peculiar to the United States. It thinks that his remark that stock-market speculation does not absorb "capital" is a good deal of a verbal quibble:

> What has been released in a limited degree by the stock market is bank credit. The stock market may not require any "capital" in the economic sense, but stock loans do put the same kind of strain upon the lending power of banks that any other sort of demand does.
>
> The trouble with the present situation in the United States is that there has been no such release of credit by the stock market. The banks are now lending as much on securities as ever (except for a couple of weeks after the crest of the panic). The total of brokers' loans is as large as it ever has been up to the middle of 1928.
>
> Only as business recovers and develops new wealth, and as new savings are locally produced is any real benefit to be derived from construction activities. This, after all, is the major conclusion of Professor Cassel.

THE COFFEE-CUP CRISIS

THE American coffee-drinker holds in his cup the future of our trade with much of Latin America.

So observes J. C. Royle in a Consolidated Press dispatch, explaining that some eight countries in Central America and Northern South America depend on coffee for cash to buy goods from the United States.

Here is Brazilian coffee quoted at around half the price of a year ago, with a large part of its central bank's reserves tied up in coffee, and the coffee situation seriously complicating next month's Presidential election. Brazil, of course, is the great coffee-producing country, and naturally is the worst hit, but, as Mr. Royle points out, "there is curtailment of credit, much unemployment, a cutting down of highway and municipal projects, a loss of contracts to American firms, and a lessening of buying power in Colombia, Venezuela, Costa Rica, Guatemala, Salvador, Nicaragua, and Ecuador."

And in the unfortunate results of Brazil's attempts to stabilize the price of coffee, there are some instructive lessons for farm leaders in this country, thinks the New York *Journal of Commerce*.

The break in coffee prices proves to the writer of a bulletin sent out by the investment house of Dominick & Dominick the soundness of the principle that "where crop production consistently exceeds demand, government legislation is powerless to

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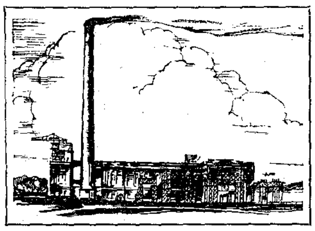

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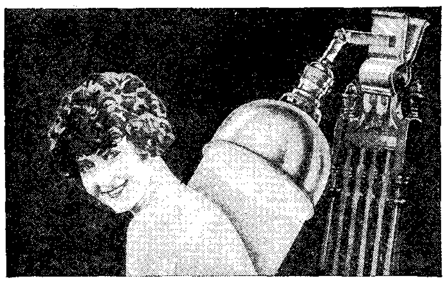

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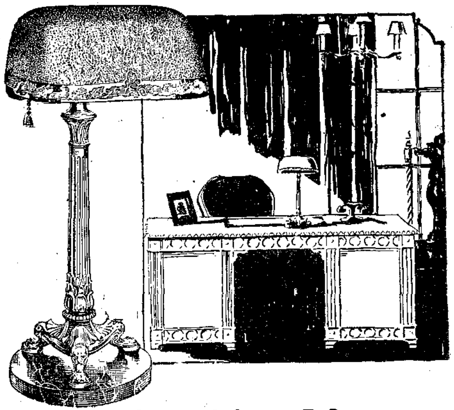
INVESTMENTS AND FINANCE
Continued

control prices on that production." Since two-thirds of the world's coffee comes from Brazil, the crux of the problem lies there, we are told. To quote:

> The Brazilian Government, to protect growers against price depression, in 1924 organized the Coffee Defense Institute.
>
> The Institute was not empowered to buy, but merely to see to it that coffee was kept in the interior, and released to exterior markets only when and as the demand and the price-level were favorable.
>
> In the first few years of operation the Institute's aim was realized. The 1924-25 crop prices were almost exactly double the prices for which the 1922-23 crop had been sold. But there was one inevitable outcome: higher prices for coffee and the restriction of Brazilian exports stimulated the output of other producing countries, with the result that Brazil no longer influenced the world market as much as previously. Whereas the coffee production of all other countries before the war was only 6,000,000 bags a year, to-day it averages around 9,000,000.

And in Brazil the maturing of a new crop of coffee-trees has recently raised Brazilian production. So that—

> Following an average output of 14,000,000 bags annually during the decade beginning 1917, the crop production of 1927-28 reached the unprecedented total of 28,000,000 bags—well above the estimated world consumption of 22,000,000 bags a year.
>
> Fortunately the following crop yield, 1928-29, was less than half this amount, and the Institute was able to remain in control of the situation. But the carryover from the year before resulted in stocks that were still excessive. The maintenance of these stocks became an increasing burden to the Institute, which was obliged to borrow extensively in order to finance their administration. The system was likewise becoming burdensome to the producer, who was frequently obliged to wait as long as a year before his coffee was finally released to the market.
>
> Toward the end of last year it was estimated that the Brazilian production for 1929-30 would be around 21,400,000 bags. Coupled with the estimated carryover of warehouse holdings, this would result in a total supply of 31,000,000 bags, indicating that for the third successive year Brazil's coffee stock would exceed the world's yearly consumption.
>
> Facing this situation the Coffee Institute was practically powerless. On October 10 came the break in prices from which there has since been no recovery. January prices for Santos coffee range slightly above 10 cents a pound compared with 20 cents at this time last year, while Rio coffee prices have fallen from 14 to 7 cents in the same period.
>
> A loan of $10,000,000 from London, floated toward the end of 1929, should finance the Institute through the present crop year. But meanwhile, in anticipation of an unusually large yield next summer, and in the possession of unusually high stocks at present, the Institute is confronted by a serious dilemma. It can either release its present coffee supply at prices that are already lower than cost, and that would probably decline further with



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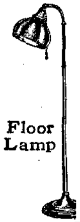

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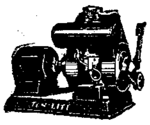

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such a release; or it can hold on in anticipation of higher prices and run the risk of greeting next year's yield with an immense volume of stocks on hand.

A statistical explanation of the coffee situation is offered by George E. Anderson in *The Annalist:*

COFFEE SUPPLY AND DEMAND
SEASON OF 1929-1930
(In bags of 132 pounds)

Estimated crop in Brazil, current season, 1929–1930:		
Santos	15 000 000	
Other ports	7 000 000	
		22,000,000
Estimated production of other countries		9,000,000
Stocks in Sao Paulo warehouses, July 1, 1929		8,785,000
Stocks in Rio de Janeiro warehouses July 1, 1929		136,000
Stocks in Brazilian ports July 1, 1929.		1,503,000
Other world stocks, visible and afloat, July 1, 1929		3,832,000
Estimated world supply, 1929–1930.		45,256,000
Estimated world deliveries, 1929–1930		23,000,000
Carryover, Juy 1, 1930		22,256,000

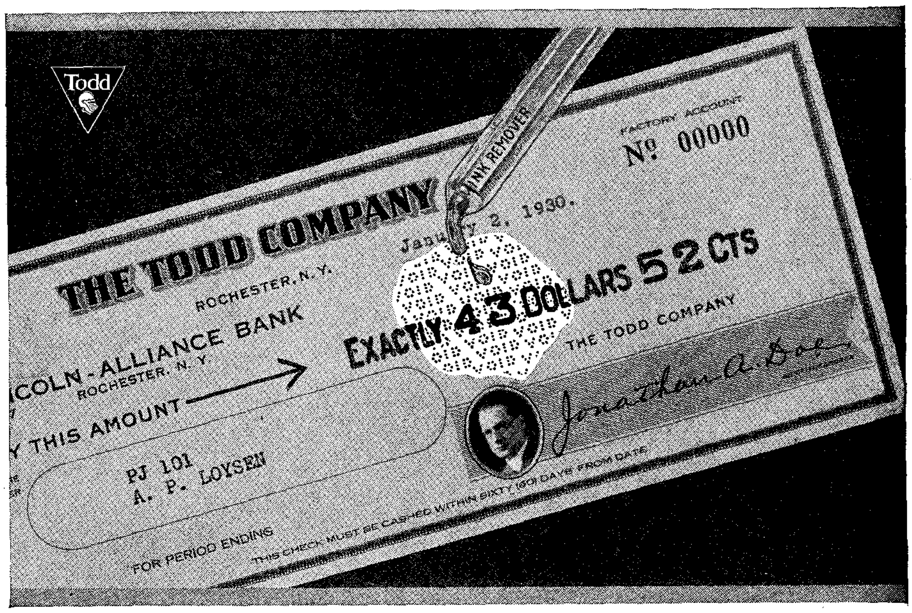
The Bank of Brazil, this writer continues, has advanced 18 per cent. of its total cash reserves to the Coffee Institute. This action by the bank, which practically represents the Government, introduces the political element. One candidate in the Presidential election next month is a stanch upholder of the valorization scheme. His rival proposes modification. In the meanwhile it seems to Mr. Anderson "quite likely that financial and economic forces will modify the valorization enterprise before the election can take place."

One of our leading agricultural weeklies, *Wallaces' Farmer* (Des Moines), draws a lesson from "the sad state of Brazilian coffee and British rubber":

> Whenever an industry gets into position to control price, it is important to forget about cost-of-production theories. In a case of this sort, the only excuse for studying cost of production is to get an idea as to the point at which prices must be held in order to discourage other people from coming into the business and killing the goose that lays the golden egg, by stuffing her to death. The important thing is to hold the price a little too low, and apparently this is the one thing which organized farmers find it very difficult to learn.
>
> If the farmers can learn how to work out the problem of price stabilization in a common-sense way, which will avoid bringing in high-cost producers and swamping the market, they will render a great service. Price stabilization and production stabilization up to a certain point is a practical thing, provided human greed does not result in setting the price too high and thus making failure certain after a few years.

Price of Economy.—Mr. Portleigh wanted his portrait painted, but the artist asked for a fee of £200. "I couldn't think of paying more than £100," said Mr. Portleigh. "Very good," said the artist; but I shall have to make the portrait look more like you."—*Children's Newspaper.*

DRIVING THE FORGER OUT OF BUSINESS!



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THE SPICE OF LIFE

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Scalps at Her Belt.—CLARA—"You may not believe it, but I said 'No' to seven different men during the summer."

MAUDE—"Oh, I don't doubt it. What were they selling?"—*Stray Stories.*

Station Announcements.—NEIGHBOR—"You look tired and sleepy, Janie."

LITTLE JANE—"It's that new baby at our house—he broadcasts almost all night long."—*Nashville Christian Advocate.*

Poor Relation.—"Scientifically speaking, coal is of the same composition as the diamond."

"Still, it is only a carbon copy."—*Boston Transcript.*

Cutting the Cackle.—There is now a vogue for writing novels in several volumes. This means that women readers can skip much more at a sitting.—*Everybody's Weekly* (*London*).

High-Pressure Worker. — SHE—"Don't you know there are germs in kissing?"

HE—"Say girlie, when I kiss, I kiss hard enough to kill the germs."—*Royal Arcanum Bulletin.*

What Tex Rickard Missed. —Mrs. Longworth and Mrs. Gann are still at it. Maybe we're a little violent-minded, but we'd kind of like to see those two girls get together some time at a bargain-counter. —*Life.*

Call the Cat.—Well, the dogs have rabies, rabbits have tularemia, parrots have just revealed that they have psittacosis, and we'll bet a nickel that the goldfish or canaries will be to blame yet for halitosis.—*Ohio State Journal.*

Star Part Comes Easiest. — "Mayn't I be a preacher when I grow up?" asked the small boy.

"Of course you may, my pet, if you want to," his mother replied.

"Yes I do. I s'pose I've got to go to church all my life, anyway, and it's a good deal harder to sit still than to stand up and holler."—*Boyland.*

Privileged Customer.—INSTALMENT COLLECTOR—"See here, you're seven payments behind on your piano."

PURCHASER—"Well, the company advertises 'Pay As You Play.'"

"What's that got to do with it?"

"I play very poorly."—*Chicago News.*

Where Bunk Springs Eternal.—"You have been coming to Washington for many years."

"Yes," answered Senator Sorghum.

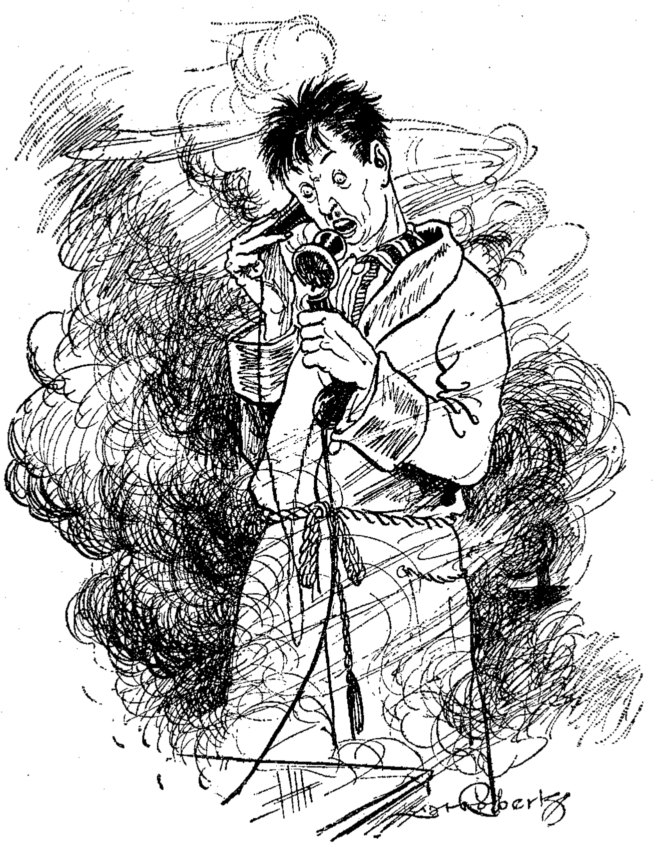
"Have your impressions of this great city changed?"

"In certain respects. It has bigger and more beautiful buildings, but pretty much the same old line of talk."—*Washington Star.*

Out of the Frying-Pan.—Physician announces that a child who practises every day on the piano won't develop the habit of finger-nail biting. Yeah, but won't he develop the habit of practising on the piano every day?—*Macon Telegraph.*

Give Him His Diploma. — MEDICAL PROFESSOR—"What would you do in the case of a person eating poisonous mushrooms?"

STUDENT—"Recommend a change of diet."—*Watchman-Examiner* (*Baptist*).



FRANTIC HOUSEHOLDER: "Quick! Fire! Fire! Fire!"
TELEPHONE OPERATOR: "Chiswick fife-fife-fife."

—*The Humorist* (London).

Page Bruce Barton.—To prove that advertising pays, *The Alton Empire* tells of a man who advertised in his local paper that he had lost an umbrella, and advised the finder to keep it. The finder did.—*The Churchman.*

Pass the Aspirin.—

Mary had a little lamb,
A regular go-getter,
But it wandered into Wall Street
And now it needs a sweater!

—*Forbes Magazine.*

Better Give Her the Air.—Mrs. Smithers was explaining the routine to the new cook.

"We lunch precisely at one on Wednesday," she said, "as on that day we always go for a spin in the car at two."

"Very good, mum," replied the cook, "but I shall have to leave the washin' up till we gets back again!"—*Leicester Mercury.*

SLIPS THAT PASS IN THE NIGHT

Love 'Em and Leave 'Em.—After a wedding reception at Sherry's, the bridegroom left on a honeymoon.—*Boston Post.*

Juicy Cut from the Tenderloin.—
BRITAIN READY TO ACCEPT
CRUISER CUT FROM 50 TO 70
—*Chicago Daily News.*

Chicago Peer?—King Albert and Queen Elizabeth of the Belgians, and the Duke of Pork, came for the wedding.—*Montreal Herald.*

Bad Leak Somewhere.—
ALL TALKING
THE MINISTER'S SECRET
—*Movie sign at Battle Creek.*

Won't Shrink.—We have a large stock on hand consisting of 450 fine all-wood suits.—*Handbill of a Rochester* (*N. Y.*) *clothing store.*

Try a Torpedo.—
PRISONERS ADMIT
FIRING SHOT TO
SCARE DEAD MAN
— *Erie Dispatch Herald.*

All Wet.—The highest tanking delegation which the United States ever dispatched abroad was that to the Paris Peace Conference. — *Winston-Salem* (*N. C.*) *paper.*

Feathered Progress. — The land of former landlords has been distributed among the pheasants, who have formed a huge cooperative movement. —*New York Times.*

Pass the Arnica.—The opening number of the Minneapolis Symphony Orchestra under the direction of Henri Verbrugghen is "The Battered Bride."—*Minneapolis Journal.*

May Be a Clever Cackler.—
COURT RULES ONE EGG A MONTH
QUALIFIES CHIC PULLET AS
GOOD LAWYER
—*Los Angeles Evening Express.*

Waning Power.—Showing soon, The Spoken Film!

Showing to-day, "The Power of Silence."

—*Translation of a sign outside a theater in Rio de Janiero.*

Bed-time Story.—Mr. S. B. F——, having left my bed and board, I will pay no debts contracted by him. Mrs. Lillian F——.

To Whom It May Concern—I wish to state that I have always paid all bills contracted by myself in the past, and will continue to do so in the future. I left the home of Mrs. Lillian F—— by her order, taking my bed with me. S. B. F——.

—*Personals in successive issues of the Meadville* (*Pa.*) *Evening Republican.*